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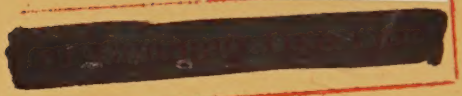

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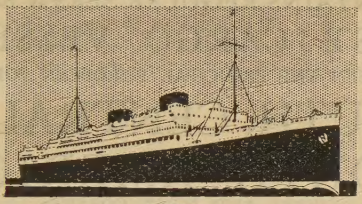

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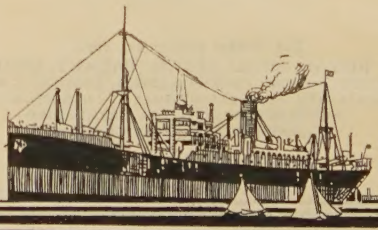

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	Gross tons.
Total tonnage of the R.M.S.P. Fleet	352,676
	Cubic feet.
Total refrigerator capacity for chilled and frozen meat, butter, and other dairy produce, and fresh fruit ..	6,800,000
	Gross tons.
Total gross tonnage of R.M.S.P. and Associated Companies' Fleets..	2,666,559

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Offices and Agencies of the Royal Mail Steam Packet and Pacific Steam Navigation Companies are established in all parts of South America, Central America, and Mexico. In addition the Companies are represented, of course, in all important centres of the world. The list below refers only to certain of the principal places in the American and European Continents :

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The connection of this Chartered Company with the Continent of South America is as old as the presence of steamships in those waters, for until the Pacific Company dispatched its first small steamers from England in 1839, the voyage had perforce to be made by sail, with exposure to incalculable delays and the natural perils of the Cape Horn route.

It has remained the business of the Company to provide ever better, faster, and more comfortable vessels, and its fleet, initially consisting of two craft, the "Chile" and "Peru," paddle-wheelers, each of 700 tons, has grown to a total tonnage of 179,220.

The fleet includes those superb steamers "Orduna" and "Orbita," oil-fuel burners, each of 15,500 tons and 10,500 horse-power, and the contrast they present with the historic "Chile" and "Peru" is hardly less remarkable than the transition from sail to steam.

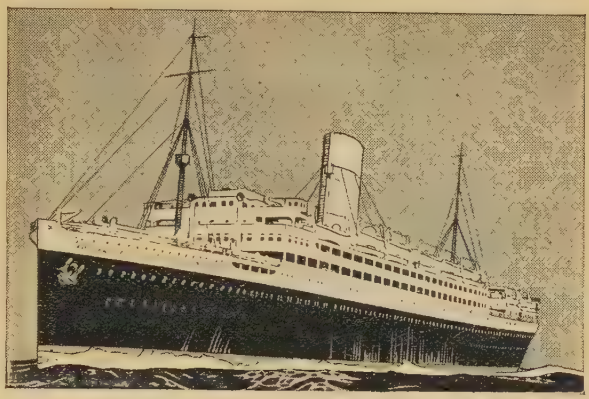
The Pacific Line possesses the finest cargo vessels serving the West Coast, motor-driven and equipped with the best of modern appliances for the safe and rapid handling of all classes of freight. Its ships have an important place of call in Havana, and participate largely in the Cuban trade. Regular monthly calls are made at Bermuda, outward and homeward, by the largest and most luxurious vessels of the fleet.

In addition to these services to and from Europe, the splendid liners "Ebro" and "Essequibo" maintain a monthly service from New York via Havana and the Panama Canal, to the ports of the West Coast of South America. A supplementary freight service to the Colombian and Ecuadorian ports is not the only auxiliary, for the Company also operates coastal vessels from the Panama Canal, in collecting cargo from the smaller central American ports for transhipment to the Transatlantic mail liners.

The Panama Canal is used except upon such periodical special voyages as are made through the Magellan Straits, and an indication of the importance of the Pacific Line as a prime factor in connection with the development of South America is found in the fact that the Company sends a greater tonnage through the Canal than does any other shipping undertaking.

The largest units at present in service are "Orduna" and "Orbita," magnificent triple-screw vessels of 15,500 tons gross register; but notwithstanding the supreme position at present held, still further efforts are being made. The "REINA DEL PACIFICO," a superb motor vessel of 18,000 tons, will enter the service in October 1930. This vessel will be the largest, fastest and most luxurious liner in regular service to the West Coast of South America.

THE PACIFIC LINE



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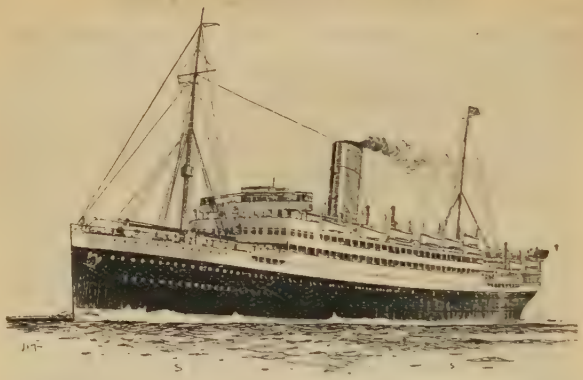

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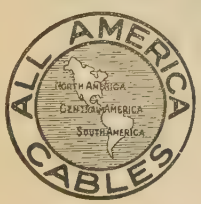

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PREFACE

The visit paid by the British Economic Mission, headed by Lord D'Abernon, to Argentina, Brazil, and Uruguay, has led to a considerable revival of interest in South America generally. The Mission has reported that a wide expansion of trade with South America is both possible and desirable, and business men are already acting upon the information collected for their benefit.

THE SOUTH AMERICAN HANDBOOK, now in its seventh year of issue, is partly designed to give the trader in a concise form a maximum of essential information about all the countries falling within its scope. The book, the only annual handbook to South America in existence, deals individually with all the countries southwards from Mexico to Terra del Fuego. Relevant details are given about all the main towns, the physical features of the country, its government and constitution, agricultural and forest produce, mineral resources, coinage and measures, imports and exports, public debt, postal charges, transport, and guidance for travellers. The natural resources of each country are fully described and discussed, and the latest available figures of production, export, and import given in each case. There are also useful summarizations for the whole continent of railway and steamship services, banking and insurance facilities, products, sport, standard and current literature, etc.

THE SOUTH AMERICAN HANDBOOK is not only a book of reference. It caters also for the visitor to South America, the traveller pure and simple, or the man who hopes to relax occasionally from business and take his pleasure. Particulars about the countries and towns are varied with descriptions of interesting places to visit; there are lists of hotels to stay at, information about the people, and how to get about from place to place.

57145

All practicable care has been exercised to ensure accuracy, and a large number of authorities have been consulted. It will be manifest that the opportunities of ensuring exact information are unequal as between place and place. Certain of the matters treated are susceptible of change between the dates of going to press and of publication, and it would be too much to hope that, in a compilation involving so many sources, none of the statements is beyond challenge.

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It became necessary during the year to change the name of the company issuing the HANDBOOK from *South American Publications, Ltd.*, to TRADE AND TRAVEL PUBLICATIONS, LTD. This was done to provide a comprehensive title for the publications of the company, which include the "Anuario Internacional," a business guide to this country in Spanish, and a new illustrated travellers' "Guide to Great Britain and Ireland," to be issued in April 1930.

Acknowledgments are due in particular to the London Ministers and officials of the several Republics, whose interest has been shown in the correction of lists of Ministers and officials, and the supply of miscellaneous information concerning their own Governments:

H.E. the Argentine Ambassador and Staff of the Embassy; the Argentine Consul-General and staff of the Consulate-General.

H.E. the Bolivian Minister and Staff of the Legation; the Bolivian Consul-General and Staff of the Consulate-General.

H.E. the Brazilian Ambassador and Staff of the Embassy; the Brazilian Consul-General in Liverpool and Staff of the Consulate-General.

H.E. the Chilean Minister and Staff of the Legation; the Chilean Consul-General and Staff of the Consulate-General.

H.E. the Colombian Minister and Staff of the Legation; the Consul-General in Liverpool.

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H.E. the Cuban Minister and the Staff of the Legation; the Consul for Cuba in London.

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H.E. the Guatemalan Minister; the Guatemalan Consuls-General in Liverpool and London.

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H.E. the Uruguayan Minister and Staff of the Legation; and the Consul-General.

H.E. the Venezuelan Minister, Commercial Attaché, and Staff of the Legation; and the Consul in London.

Special thanks are to be accorded to the officials of the Foreign Office, the Colonial Office, and to the Comptroller-General of the Department of Overseas Trade, the Comptroller of the Industrial Department of the Board of Trade, and the Chief Passport Officer. The Controller of His Majesty's Stationery Office has courteously permitted extracts to be taken from numerous official British Reports, and from the "Board of Trade Journal."

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Invaluable assistance has been rendered by the staff and agents of the Royal Mail Steam Packet Co. and the Pacific Steam Navigation Co., to whom the HANDBOOK is indebted for a multitude of suggestions and corrections, whether of fact or in matters of perspective. A gratifying amount of interest has been shown in the work by the officials of the several shipping companies, banks, railways, and industrial companies established in the various Republics.

Informative particulars have been taken from "The South American Journal," "The South Pacific Mail," "The West Coast Leader," "The Review of the River Plate," and "Wileman's Brazilian Review," among other periodicals. Bank reports and journals issued by various business houses have also been consulted. The publications of the Pan-American Union and the United States Government have been drawn upon as well as those of the Governments of the countries of Latin-America. Quotations have been taken from a variety of books to which reference is made elsewhere.

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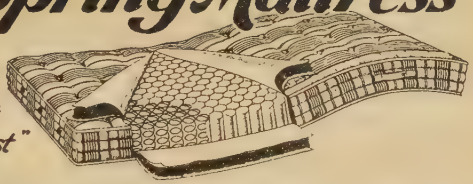

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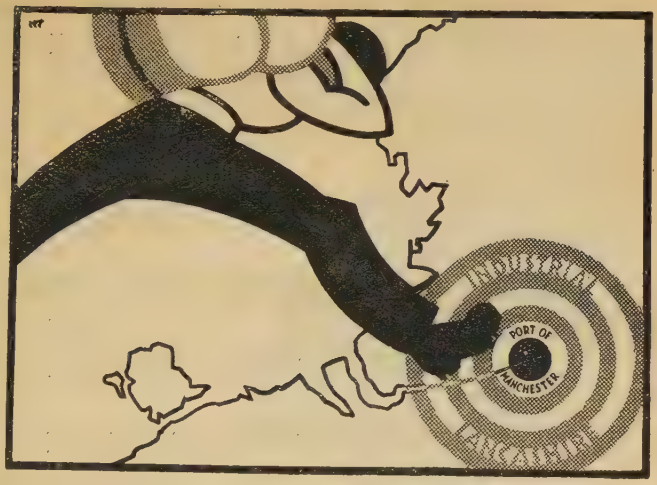

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1. Ocean connections which guarantee regular and frequent sailings to all destinations, coupled with the quick loading, transhipping, and forwarding of cargoes.

2. Proximity to the industrial centres of Northern and Midland Britain with their toiling millions subsisting mainly upon imported foodstuffs, imported raw materials, and exported manufactures.

3. The magnitude and perfection of the port facilities administered by a public authority, the Mersey Docks and Harbour Board, which for seventy years has directed the expansion of the port.

The development of the port facilities can be estimated by comparison with the year 1858, when the docks were thirty-four in number, as against the present ninety. Their water area, then 192 acres, has increased to 656¾ acres; and the frontage of their quays, formerly 18¼ miles, is now 40 miles. Whereas there were formerly no railways upon the dock estates, there are now over 100 miles of dock railways. The dock warehouse accommodation then of merely 120,000 tons, now affords storage for 500,000 tons. The traffic passing through annually is some 15,000,000 tons.

The equipment provides for all classes of cargo, and all types of ship. It serves also for the most rapid dispatch of passengers, and includes a landing-stage 2,500 ft. in length, and 80 ft. in width, alongside which the greatest passenger liners berth at all states of the tide. From the adjacent Riverside Railway Station passengers entrain or detrain with comfort and celerity in connection with train services to all parts of Great Britain.

To mention only one dock out of many, the enormous Gladstone Dock is the acme of engineering practice in its application to transport. All that science could suggest, or skill contrive, has been embodied in this new improvement. On their Birkenhead dock estate the Mersey Docks and Harbour Board have constructed the Mersey Cattle Wharf, which affords the largest facilities of any port in the world for landing livestock.

The greatest flour-milling centre in the United Kingdom, Liverpool has singularly complete facilities for the handling of grain. Wheat imported in full cargoes is brought to berth at the flour mills or some adjacent warehouse. Grain imported as part cargoes is discharged by suction or other elevators into barges, without interference with the unloading of the remaining cargo upon the quay.

The chief port for the shipment of manufactures from Northern and Midland Britain, the chief port for the supply of foodstuffs and raw materials to the same area, Liverpool is one of the greatest of the world distributing markets.

Liverpool warehouses have a total holding capacity of 2,367,000 tons. A single edifice, the Stanley tobacco warehouse with 36 acres of floor-space, is the world's largest of its kind. The Liverpool cold stores accommodate 80,000 tons of meat. Grain, cotton, wool, tobacco, oil—Liverpool is the depôt and market for them all, and for many other forms of produce.

THE PORTS OF THE GREAT WESTERN RAILWAY COMPANY OF ENGLAND.

Geographically no port in the British Isles can offer any advantage over the Ports of South Wales at Cardiff, Swansea, Newport, Barry, Port Talbot, Penarth, and Fishguard, and a study of the map reproduced at the end of this article will demonstrate the close proximity of these ports to the industrial area of the Midlands of England, whilst plainly showing the fact that the South Wales Ports are the nearest ports to Overseas. The actual distance from

The Alexandra Dock at Newport (Mon.).

Cardiff or Newport to Birmingham is approximately 100 miles, whilst within a radius of 150 miles there is a population of 30,000,000 people.

From the point of view of equipment, the Docks are excellently suited to all classes of the general cargo trade. The transit sheds at the South Wales Docks are seventy-four in number, with approximately two and a half million square feet of floor space, and the hydraulic, electric, and steam cranes in regular use number 366. The cranes are of the most modern types with capacities ranging from one to seventy tons, and it is no unusual sight to see a vessel discharging cargo with six or seven cranes working simultaneously.

Electrical appliances such as belt-conveyors, pilers, and trucks have been installed in a large number of the transit sheds to facilitate the rapid handling of goods.

Already the general cargo trade of the Ports is of the widest possible description, embracing every article of food, iron and steel manufactures of all kinds, oil and motor spirit, raw and semi-manufactured materials for every industry (including copper, silver, lead, nickel, iron and other ores), bonded goods of all kinds, concentrates, pitwood and mining timber, other timber of all kinds, chilled and frozen meat, livestock, grain, perishable goods, soft and hard fruit, dried fruit, tinned goods.

For the reception of frozen and chilled meat and other perishable goods, excellent Cold Stores are provided at the various ports, whilst at Cardiff the Great Western Railway Co. have large cattle lairs, abattoirs, and sale-room, etc., capable of accommodating 950 head of cattle at the same time, in addition to sheep and pigs.

Considerable quantities of Grain are handled at the South Wales Ports, both in bulk and bagged, and the facilities for dealing with this class of traffic are excellent. At Cardiff Docks there is an elevator capable of discharging bulk grain from ship into warehouse, trucks or barges alongside, at the rate of 120 tons per hour, and forms a valuable addition to the equipment of the Port.

No better coal than that raised in South Wales is obtainable for Bunkers, and the Great Western Railway Co.'s appliances at the Ports are expressly designed to accommodate this important branch of the coal trade. A large number of the coal hoists have lifts up to 75 feet above the water level, thus making the bunkering of large Liners a simple matter. The Company have also instituted special tonnage rates for vessels taking bunkers only from the Ports.

In total there are 171 Coal Shipping appliances installed at the Docks.

125-ton Floating Crane.

A 125-ton floating crane is available for use at any of the principal South Wales Ports.

CARDIFF.

The history of Cardiff Docks commenced in the year 1830, when the Marquess of Bute applied for Parliamentary powers to construct what is now known as the West Dock. Nowadays the Bute Docks extend to 165 acres of deep water, and are capable of dealing with any class of traffic.

Excellent warehouse accommodation has been provided, with a total floor space of 923,906 square feet and, in addition, two modern Cold Stores with 53,108 square feet of floor space are available for the importation of meat, provisions, etc. Forty-seven coal shipping appliances and over 100 cranes are in regular use, and in one year alone, the total imports and exports dealt with have exceeded

13½ million tons. As a food-importing port, Cardiff is becoming increasingly well known; grain is dealt with in large quantities, and the port has for some years held the premier position for the importation of potatoes. Cardiff is very extensively used as the distributing point for overseas traffic to and from the Midlands of England, both for foodstuffs and general goods.

So far as H.M. Customs are concerned, the docks at Barry and Penarth are also included in the Port of Cardiff, although these docks are respectively about nine miles and one mile from that city.

BARRY DOCKS.

These docks have a deep water area of 114 acres and were constructed, under an Act of Parliament dated 1884, essentially to cope with the increasing demands for Welsh Coal which were rapidly proving too much for the accommodation provided at Cardiff. Although there are admirable facilities for dealing with the general cargo trade at Barry, among which are fifty-five hydraulic and steam cranes and four warehouses having a total of 409,729 square feet of floor space, the docks were more particularly designed for the rapid shipment of Coal, and in the year 1913, the last complete year unaffected by the War, no less than eleven million tons of Coal and Coke were exported from Barry Docks.

PENARTH DOCK AND HARBOUR.

Penarth Dock is 26½ acres in extent, and the Harbour 55 acres, making a total of 81½ acres of deep water available for shipping. Altogether it is equipped with twenty Coal Hoists, eleven cranes, and one large transit shed. The exports are practically all coal, and amount to about four million tons annually, whilst the imports include large quantities of wood pulp, pitwood, and oils.

NEWPORT DOCKS.

The docks at Newport are admirably equipped for dealing with all kinds of traffic, and the total deep water extends to 125 acres in the Alexandra Docks, and 11½ acres in the Town Dock.

The first of the Alexandra Docks was opened in the year 1875, whilst the last portion to be constructed was put into use as recently as 1914. Every class of traffic is catered for at Newport, although, of course, coal predominates in the export figures.

The exports include a large percentage of Iron and Steel Rails and Ironwork, Tinplates and General Merchandise, whilst the imports are made up of Ores, Iron and Steel Billets and Bars, etc., Timber and Deals, Pitwood and Mining Timber, Grain and Flour, and General Merchandise of every description.

The Transit shed and Cold Storage accommodation is excellent, and the equipment, which includes twenty-five Coal Hoists, some of which have lifts up to 75 feet above the water level of the dock, and seventy-five quayside cranes, is adequate to meet all requirements.

Newport is less than a hundred miles distant from the Midlands of England.

SWANSEA DOCKS.

These docks are the most recent acquisition of the Great Western Railway Company, having been taken over on July 1st, 1923. The Port comprises five wet docks with a total of 28½ acres of deep water, and the equipment includes twenty-seven Coal Hoists, nearly a hundred quayside cranes, and transit shed accommodation to the extent of 731,326 square feet of floor space. The first dock (named the North Dock) was constructed under an Act of Parliament, dated 1836, but the first vessel did not enter until the year 1845. Then, as now, the Port's interests were chiefly connected with the Iron and Steel and the Coal Trades. Now, however, Swansea is also well to the fore among the Country's food ports. Large quantities of grain are regularly dealt with, and, by virtue of an immense installation of oil tanks, Swansea is one of the greatest oil importing and distributing centres in the world.

PORT TALBOT DOCKS.

A few miles from Swansea are the Port Talbot Docks, with a deep water area of 67 acres. The inward trade of the Port consists chiefly of copper, iron ores, pitwood and timber, whilst the exports are coal and coke, patent fuel, tinplates and steel, the whole amounting to approximately 2¾ million tons annually. Eleven Coal Hoists and electric Belt-conveyors for the shipment of coal have been installed, together with about twenty quayside cranes. Two Transit sheds, with nearly nine thousand square feet of floor space, are available for general traffic.

PLYMOUTH DOCKS.

In addition to a number of docks situated at various points in England, the Great Western Railway Company own the Millbay Docks at the famous and historic port of Plymouth. These docks consist of an inner and an outer basin with a total water area of 44 acres and quayage extending to 7,510 feet. In addition to being a first-class modern ocean passenger seaport, at which a large number of the World's largest passenger and mail Liners call, Plymouth is a port at which considerable grain and general cargo business is carried on, and the Company's Docks have been equipped to deal with all classes of traffic. Transit sheds and high powered cranes are available for general use, and the docks are directly connected with the main lines to all parts of the Country, forming a good distributing point for all classes of traffic, and especially for goods destined to the various Towns in the South of England.

Other Docks and Harbours in South Wales.

The Great Western Railway Company also own docks at Briton Ferry, Llanelly, Burry Port, Milford and Fishguard, the last named being well known throughout the British Isles in connection with that Company's excellent passenger and goods services to and from Ireland.

The policy of the Great Western Railway Company since the amalgamation has been one of advancement, and nothing is being spared to bring the Ports up to a state of absolute modernity and efficiency. The Headquarters of the Company's Docks Department, under Mr. Charles S. Page, the Chief Docks Manager, are situated at Cardiff, and very interesting literature regarding the Docks is readily forwarded to business people making application to that Office.

THE GREAT WESTERN RAILWAY OF ENGLAND

SOUTH WALES PORTS.

THE SHORTEST ROUTE BETWEEN THE MIDLANDS OF ENGLAND AND OVERSEAS IS VIA THE GREAT WESTERN COMPANY'S ROUTE & PORTS.

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THE SOUTH AMERICAN CONTINENT

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THE SOUTH AMERICAN CONTINENT.

Fourth in magnitude among the great land masses of the world, South America is of an area which can be suggested by simple comparisons. It is 56 times the size of the British Isles, 32 times the size of France or 1¾ times the size of Europe. Twice as large as either Australia or China, it is approximately one-half the area of the whole British Empire.

Columbus, the first of European navigators to touch South America, reached the Orinoco River in 1498, and in the succeeding ten years the coast was explored by others as far as the River Plate. Balboa discovered the Pacific at the Gulf of Panamá in 1513, and in 1520 Magalhães passed into the Pacific through the Magellan Strait, on which his name has been conferred.

Europeans—chiefly Spanish and Portuguese—began to settle in South America soon after the date of the discovery of the continent, and their settlements, beginning as colonies of Spain and Portugal, have developed into republics; excepting always the three Guianas —British, Dutch, and French. The great attraction to the adventurers was the silver of the Andes and in especial the riches of Potosí (Bolivia). Gold was found in Minas Geraes (Brazil) in 1693, and the district long remained the chief source of the metal. Diamonds were discovered in the gold-bearing districts of Brazil *circa* 1729, and, until the opening of the Kimberley fields, Brazil was the largest producer of diamonds.

Around these discoveries has grown up the wealth of romance always associated with the Spanish Main, the Gold Road, and the buccaneers.

PHYSIOGRAPHICAL FEATURES.

Professor J. M. D. Meiklejohn has called S. America "the model continent" for the reason that no other is so simple in shape and construction. The operations of Nature and the interplay of the forces of land and sea are seen on a scale at once colossal and intelligible. The shape of the continent is that of a right-angled triangle. The S.E. and N.E. trade-winds impinge upon the coast-line at right angles and the two currents meet approximately at the Equator. These winds are heavily charged with moisture and at the point of meeting are driven high into the colder regions of the air, causing veritable deluges of rain.

The westward edge of the continent is furnished with a condenser in the Andes mountain chain. The moisture picked up under the vertical rays of the sun in the Atlantic is precipitated to form the mightiest river in the world. The Amazon River with its inconceivably dense vegetation and its teeming insect life is the direct product of these physiographical causes.

The coast-line is short relatively to the area of the continent - averaging 1 mile to every 435 square miles of surface, as compared with the 1 mile of coast to each 190 square miles of Europe. This shortage is compensated for by the great navigable length of the rivers, about 25,000 miles. Gulfs, bays, capes, and islands are few. The estuaries of the Amazon and La Plata form the only bays or gulfs of real importance in the continent and the only strait of note is that of Magellan.

The Island of Marajo (which is about the size of Belgium) at the mouth of the Amazon and the Tierra del Fuego group are the chief islands. The Galápagos group belonging to Ecuador and lying W. of Guayaquil is the home of turtles of enormous size, and of birds and reptiles unknown in other parts of the world. Chincha Island, south of Lima, is notable for its large deposits of guano: another Pacific island, Juan Fernandez, was inhabited for four years by Alexander Selkirk, who is said to have been the original of Robinson Crusoe.

South America has been termed the continent of plains, and the stretch of country between the estuaries of the Orinoco and the La Plata is one vast plain, dividing itself into three parts. That of the Orinoco is known as the Llanos, and is twice as large as the British Isles. During the dry season it resembles a desert, but in the wet season is covered with beautiful grass and vegetation.

The Amazon Plain, or Selvas, meaning woods, is the forest region of the Amazon Valley, in which are trees of all kinds, interlaced with creepers and climbers of prolific growth, and enormous density. The Pampas are the grassy plains stretching nearly 1,000 miles from the Lower Paraná to south of Buenos Aires. They are nearly treeless but rich in grass and flowers. To the north of Chile and Peru, along the coast, is the rainless desert of Atacamá. The greatest table-land is found in Bolivia.

The lakes include Titicaca (on the border of Peru and Bolivia), some 12,700 feet above the sea; the Chilean group of lakes, Llanquihué, Todos los Santos and Nahuel Huapi, belonging to the same natural system but lying in Argentine territory.

COUNTRIES AND THEIR SIZES.

The area of the South American Continent is some 6,800,000 square miles. Boundaries of countries are not in all cases defined beyond dispute, but the comparative sizes of the several republics and colonies can be judged from the following approximations :—

	Square Miles.		Square Miles.
Argentina	1,112,743	Ecuador	276,000
Bolivia	506,467	French Guiana	34,000
Brazil	3,275,510	Paraguay	196,000
British Guiana	90,000	Peru	534,000
Chile	290,000	Uruguay	72,210
Colombia	440,846	Venezuela	393,976
Dutch Guiana	46,000		

The areas of the countries of Central America are given :—

	Square Miles.		Square Miles.
British Honduras	8,598	Nicaragua	49,200
Costa Rica	23,000	Panamá	32,300
Guatemala	42,456	El Salvador	13,176
Honduras	46,300		

RIVER SYSTEMS.

The Amazon and its tributaries form the largest river system in the world. The navigable length from Pará on the east to Huallaga (Peru) on the west is 3,000 miles, and there are hundreds of navigable side channels parallel with the main stream. The river spreads over a plain so wide in many places that the appearance is rather that of a sea than a river, making the name "Mediterranean of South America" not wholly fanciful. Tidal effects are perceptible as far inland as Obydos, if not beyond.

The Orinoco, rising in the highlands between Venezuela and Brazil, flows west and north before turning eastward to the Atlantic. Dense forests cover the banks of its lower course, and the water is navigable during certain seasons for 1,000 miles. The Amazon, Orinoco, and La Plata rivers together drain some 3,686,400 square miles. The River Plate estuary, forming one of the greatest trading harbours of the world, is formed by the confluence of the rivers Paraná, Uruguay, and Paraguay.

The São Francisco, rising in the highlands of Minas Geraes, flows entirely through hilly and mountainous country, and is navigable for 140 miles below the falls of Paulo Affonso and for some distance above the falls.

The Magdalena, Colombia, 2,000 miles long, is navigable for about 700 miles.

MOUNTAIN CHAINS.

The Andes mountain chain, some 4,400 miles long, has an average height of 13,000 ft., and a width at some points of 100 miles. There are two principal and approximately parallel chains with a depression between. The eastern chain is generally called Los Andes, and the western La Cordillera, but the eastern chain is known in Colombia, Peru, and Bolivia as the Cordillera Real do Los Andes. In Chile and Argentina the western chain is known as the Cordillera do Los Andes; a contrariety which would be more confusing did the eastern chain not end in mid-Argentina, leaving only one ridge extending to the extremity of the continent. It is notable that where the ranges are double or triple the respective parts of the chain lie parallel. The range is the longest one in the world.

The snow-line is highest in parts of Peru (about 16,500 ft.); the general range is 14,000 to 15,000 ft., descending in Patagonia and in

Tierra del Fuego lying at about 1,500 ft. Generally the snow-line is lower on the east side than the west.

MOUNTAIN PEAKS: ANDES AND CORDILLERA.

	Feet.	
Aconcagua	22,850	Argentina.
Mercedario	22,315	—
Tupungato	21,550	—
Illampu (Sorata)	21,500	Bolivia.
Illimani	21,030	—
Chimborazo	20,545	Ecuador.
Juncal	20,180	Chile-Argentina.
Cotopaxi	19,613	Ecuador.
Antisana	19,335	—
Cayambe	19,186	—
Tolima	18,400	Colombia.
Misti	17,934	Peru.
Maipo	17,670	Argentina.
Sierra de Santa Marta	16,640	Colombia.
Pichincha	15,918	Ecuador.

The Guiana Highlands, on the borders of Brazil, Venezuela, and Guiana, while not of the same grandeur as the mountains of the Andes, are of great magnitude and of an impressive wildness of scenery. They form the source of the great Orinoco River.

	Feet.		Feet.
Roraima	8,740	Ouida	8,500
Maraguaca	8,230	Turagua	6,000

VOLCANOES.

The range of the Andes is studded with volcanoes ,mostly extinct, and the chain includes the loftiest volcanic eminences in the world. The volcanoes of Ecuador, including Chimborazo and Cotopaxi, are regarded as the finest from the spectacular standpoint.

Central America has many active volcanoes, some of them of fairly recent origin. Izaleo in Salvador came into existence in 1770. Guatemala has many cones, including the Volcan de Fuego and the Volcan de Agua, that of Santa Maria, and the Cerro Quemado, or Volcano of Quezaltenango. The Santa Maria, which burst into activity in 1902, is 120 miles from Guatemala City.

The Mexican plateau has a band of volcanoes across the country from Colima to Tuxtla (Vera Cruz). Orizaba (or Cithattepetl) is 18,250 ft., and the Cofre de Perote (Nauchampapetl), 13,400 ft.; Popocatepetl, or "Smoking Mountain," is 17,780 ft., and no longer active. The volcano of Jorullo, near Tolvea, some 4,330 ft. above sea level, came into existence in 1735.

POPULATIONS BY COUNTRIES.

South America remains sparsely populated, and when a comparison was made in 1905 the population (then 38,500,000) represented about 11 persons to the square mile, as against 104 persons to the

square mile in Europe. Large tracts of country carry probably no more inhabitants than they did 400 years ago, and the chief increase that has taken place occurs in certain well-defined regions, as in Argentina and the River Plate area and around the larger cities of Brazil.

An American calculation assigns to South America 13·2 per cent. of the land surface of the world, and 3·7 per cent. of the world's population.

Striking variations occur in the estimates of population, and it is probable that the increase within recent years is exaggerated. Taking such data as are available, it would appear that the population of South America has increased to some 76,000,000. Here follows a summary relating to South America (inclusive of the Falkland Isles) :—

Argentina	10,600,000	Ecuador	3,200,000
Bolivia	2,800,000	Falkland Islands	2,250
Brazil	36,871,000	French Guiana	47,350
British Guiana	306,500	Paraguay	1,000,000
Chile	4,332,500	Peru	5,000,000
Colombia	7,000,000	Uruguay	1,807,538
Dutch Guiana	145,763	Venezuela	3,027,000

The equivalent figures for Central America are :—

British Honduras	48,600	Nicaragua	700,000
Costa Rica	480,000	Panamá	442,500
Guatemala	2,454,000	El Salvador	1,688,000
Honduras	701,000		

To these are added those of other countries included within the scope of the present book :—

Mexico	14,334,780	Porto Rico	1,298,000
Cuba	3,598,933		

SEASONS FOR VISITS.

Over the tropical parts of the continent the division of the year into seasons follows the customary distribution of rains. The relatively dry season is often spoken of as summer, and the rainy season as winter. The dry season is by no means always rainless, and the wet season is subject to natural aberrations. There are in some regions two wet seasons, with two intervening dry seasons.

The notes on Climate appearing successively in the chapters headed with the names of the several countries afford guidance as to the local incidence of wet and dry seasons. Generally, within the tropics a more or less oppressive day-time heat may be expected in all seasons at or near sea-level. Relief is found at sufficient altitudes, and on the West Coast, for example, of Peru coolness accompanies the sea mists. Upon the whole the months November to March are regarded as the most favourable for visiting the

tropical, i.e. more northerly countries. The period March to October is most to be recommended for the subtropics and temperate zone.

In Rio de Janeiro the heat is trying in December, January, and February, whereas a most agreeable climate prevails during the rest of the year.

In Buenos Aires the Argentine spring and autumn season, or, say, the months of October and March, are the periods most to be recommended. The summer heats are greatest about Christmas, and departure by train over the Andes into Chile is liable to interruption by snow in the winter (May-October).

Central Chile is also most agreeable during the South American spring and autumn, and it should be understood that both Chile and Argentina enjoy temperate climates throughout the year.

The south temperate zone may be defined loosely as the region south of Rio de Janeiro (Brazil) and Antofagasta (Chile), including Argentina almost in entirety. Here the vernal equinox, or coming of spring, occurs September 23, as against the March 21 of the temperate zone in the northern hemisphere. The summer solstice begins December 21. The seasons grow later to the southward.

TRAVEL IN SOUTH AMERICA.

The ocean traveller to South America, whether departing from Europe or from North American ports, has choice between the East and West Coast routes. A circuit of the continent can be made by water, but, in following the customary southward routes of passenger steamers, the direct itinerary does not include visits to the north coast of Brazil, the Guianas, Venezuela, or Colombia.

Vessels bound for the River Plate do not ordinarily touch land before arrival at Pernambuco. In journeying via the Panamá Canal and the Pacific the first port of call is oftener Callao (Peru) than Guayaquil (Ecuador). Buenos Aires is usually the terminus of the east coast voyage, and Valparaiso that of the west coast.

Special round voyages made from Liverpool in the English winter occupy some eleven weeks in their return to the home port. They afford calls at Rio de Janeiro, Santos, the River Plate, and Falkland Islands before beginning the passage through the Magellan Straits and the northbound journey to Panamá and Havana, with incidental calls at Valparaiso, Antofagasta, and other Chilean ports, and at Mollendo and Callao (Peru).

The long sea voyage round the southern extremity of the mainland is less followed than that which leads from Europe or North America to Pernambuco, Bahia, Rio de Janeiro, Santos, Montevideo, and Buenos Aires. The Transandine Railway can conveniently be taken at Buenos Aires for transit to Valparaiso, whence ships can be joined

for all destinations. This transcontinental railway journey, employed to save time and distance, is more largely used than the much longer train journeys from Buenos Aires to the west coast ports of Antofagasta, Arica, or Mollendo, all involving detours in Bolivia. The route is, of course, equally practicable in either direction.

The north coast of Brazil and ports far up the Amazon are regularly served by lines of Brazilian coasting steamers, and there are direct ocean passenger vessels from Liverpool to Manáos. Ships in the West Indian trade serve Trinidad, Georgetown, and Paramaribo. Cartagena and North Colombia are visited by direct steamers as well as by transhipment at Panamá. Visits to North Brazil and Venezuela constitute in effect separate trips, capable of being combined with journeys to the southern half of the continent, but ordinarily separately undertaken.

Panamá is a nodal point from which departure can be taken to any part of the world, including major and minor destinations in South and Central America, whether upon the Atlantic or Pacific sides. The available routes are ascertainable in more detail from particulars appearing elsewhere in this volume.

It cannot be too clearly understood that travel in the developed parts of the South American Continent is done under conditions of safety and comfort matching the best standards of the outer world. The pleasures of travel are not marred but rather accentuated by the primitive touches which may be encountered in extended tours. The principal cities and the most frequented routes possess all modern refinements and advantages.

Travel in South America has been considerably facilitated of late years by the extensive development of aeroplane services. For several years now Government aeroplane services for the carriage of mails and light cargo have been operating. More recently, and particularly during the past year, a number of passenger-carrying services have been opened, making it possible to traverse in a few hours a distance which used to take many days. Most of these services are under the control of private and public companies, and are remarkably efficient considering the difficulties presented by the contour of the land and by the climatic conditions. Many of the cities, too, have their private companies or pilots, which make a business of taking patrons on short flights.

Details of the long-distance services will be found in the text under the different towns. The latest available information has been used, but it must be remembered that aviation in South America is still in its infancy, and that services are sometimes abruptly closed for one reason or another. The visitor who finds himself in any of the larger cities, and who wishes to make a hurried journey by air, should make enquiries at the local hotels and bureaux of information. Proposed air services have not been included, but the industry is growing so rapidly that many additional services will no doubt be available for the traveller during the coming year.

The best hotels are found, of course, in the chief cities, and notably in Rio de Janeiro, São Paulo, Santos, Buenos Aires, Montevideo, Santiago, Valparaiso, Lima, and Panamá. Visitors to some of the smaller ports of the West Coast do well to make the steamer their hotel during their short stay.

MEALS:—In all South American countries the small breakfast, consisting of coffee or tea and roll and butter, is in vogue, but all hotels provide a more substantial breakfast, if desired.

Lunch (almuerzo) is served between 11 and 1, and dinner (comida) from 6 to 9, as at home. The tendency is to dine late, for the theatres rarely commence before 9 p.m.

Afternoon tea, made as it ought to be made, is obtainable in all the principal cities.

THE LANGUAGE:—A working knowledge of Spanish (and of Portuguese in Brazil) is of unquestionable advantage and is practically indispensable for the transaction of business affairs. On the other hand, English is spoken by a surprisingly large number of persons, and it usually suffices for the customary routine of pleasure travel by rail and steamer and to ensure attendance in hotels.

PASSPORTS:—Close attention is requisite to regulations which vary in their details with the respective countries. Delays and inconvenience follow upon irregularity in the prescribed forms. Permits in addition to correct visas are required in some instances detailed in the successive chapters of this book. Extra photographs for the satisfaction of the authorities may prudently be carried.

MONETARY APPROXIMATIONS.

Full information about national currencies is supplied in the respective chapters. The following summary gives merely approximations of the current values of the standard units circulating internally. The equivalents named are subject, of course, to fluctuations in the rate of exchange:—

ARGENTINA	Peso (moneda nacional)	21 pence
BOLIVIA	Boliviano	18 „
BRAZIL	Milreis	6 „
CHILE	Peso	6 „
COLOMBIA	Peso	48 „
ECUADOR	Sucre	10 „
PARAGUAY	Peso	1 „
PERU	Sol	20 „
URUGUAY	Peso	51 „
VENEZUELA	Bolivar	9½ „
BRITISH GUIANA	Sterling and U.S. Dollars	
DUTCH GUIANA	Florin	20 pence
FRENCH GUIANA	Franc	
FALKLAND ISLANDS	Sterling	
BRITISH HONDURAS	U.S. Dollars and Sterling	
COSTA RICA	Colón	4 colones = 1$ U.S.
CUBA	Peso and U.S. Dollar	Peso = 1$ U.S.
GUATEMALA	Paper Quetzal	60 cents U.S.
HONDURAS	U.S. Dollars and Pesos	Peso = 50 cents U.S.
MEXICO	Peso	24 pence
NICARAGUA	Córdoba	1$ U.S.
PANAMÁ	U.S. Dollars and Balboas	Balboa = 50 cents U.S.
EL SALVADOR	Colón	50 cents U.S.

METRIC WEIGHTS AND MEASURES.

Metric weights and measures are in such general use in the South American Republics that the traveller is well advised to accustom himself to thinking in these terms. It is well to carry certain approximations in mind to assist rough calculation of the equivalent in English units.

Thus it should be noted that the metre (39·37 ins.) is approximately 10 per cent. longer than the yard.

Practical purposes can often be adequately met by adding or subtracting 10 per cent. accordingly as yards are being reduced to metres or metres to yards.

The kilometre, used for example in stating train distances, = 1,000 metres = 1,093·61 yards, and to call this 1,100 yards involves no great sacrifice of accuracy. In reducing kilometres to miles the fact should be remembered that 10 kilometres = 6·214 miles (or roughly 6¼); 100 kilometres (62·13 miles) can be treated as 62 miles in rough calculations.

The hectare, a square measure used for land, is almost 2½ English acres. Ten hectares = 24·71 acres and 100 hectares = 247·108 acres.

The kilogramme, the common measure of weights, equals 1,000 grammes, or 2·204 lb. Thus it is common to treat the kilogramme as 2¼ lb. One thousand kilogrammes is 2,204·62 lb.; or so nearly the 2,240 lb. of the statutory English ton that the two may be treated as identical in making general comparisons.

The litre, the measure of capacity, is 1·759 pints or almost exactly 1¾ pints. In comparing litres with gallons it is worth remembering that 100 litres is 22 gallons as nearly as possible; or 21·997 gallons to be precise.

LATIN-AMERICAN AND SOUTH AMERICAN TRADE.

The official figures separately recorded by the individual governments indicate an international movement of trade to and from the countries of Latin-America substantially in excess of £1,000,000,000 per annum. The group includes Mexico and the Central and South American Republics. The calculation relates to overseas imports and exports as well as to recorded movements across land frontiers.

The "South American Journal" gives the following summary statement:

	Imports, 1927	Exports, 1927.
North and Central America and the South American Republics	£474,493,523	£595,481,803.

BRITISH CAPITAL IN LATIN-AMERICA.

The British capital invested in Latin-America amounts, on the authority of "The South American Journal," probably to £1,500,000,000 in all.

United States capital invested in Latin America is estimated (1928) at £1,110,000,000, or approximately five times as much as in 1914.

HYGIENE AND HEALTH.

Hygiene and Health :—Visitors to the principal centres have no more cause to apprehend sickness than at home. Medical aid is at hand upon the voyage, and English-speaking physicians practise in all the more important cities, where also there are hospitals equipped with all the refinements of medical science. Druggists' shops are numerous, and all the leading English and American preparations can be purchased. Public sanitation has made such strides that epidemic diseases have been brought to really manageable proportions. The temperate parts of South America are even more healthy than England, and in the tropics ill-health is more frequently caused by heedlessness than by inevitable causes.

Upon steamer trips on tropical rivers a folding mosquito canopy is an essential, and preferably one going into small compass. Gloves to protect the hands against mosquitoes while on deck; high shoes to protect the ankles, and a gauze canopy for the face and neck should be carried. The conditions on certain river steamers make it desirable to carry changes of bed-linen and an air pillow.

To ward off mosquitoes, oil of citronella, sparingly applied to the exposed parts of the skin, is very effective. The oil may be used pure or in mixture, as for example :—Ol. Citronella ℥ii; Spiritus Camphor ℥ii; Ol. Cedri ℥i; Vaselina Liq. ℥ss, mixture. Certain of the proprietary preparations against mosquitoes and applied by spraying are to be recommended.

The reiterated warnings given by experienced travellers against the misuse of alcohol are well-founded and particularly when travelling in high altitudes. No hard and fast rules regarding food can be laid down, but the wise traveller is temperate in all his habits. In the absence of certainty of the purity of local water, the traveller should confine himself to well-known brands of mineral waters.

Suitable Apparel :—The contents of one steamer trunk and one suitcase, and with a handbag for soiled linen, meet the ordinary requirements of one person. Those who follow the regular routes are not more inconvenienced by heat and cold than in Europe or N. America. Light or heavy clothing should be taken according to the season, but those making a round trip of the country need to supply themselves with both.

For the voyage through the tropics light tennis clothing can be recommended with cellular or thin woollen underwear. Cotton frocks in colours which withstand strong light and sea air are most serviceable, while rubber-soled shoes should be included. For country excursions light-weight tweed costumes and strong boots are preferable. Waterproofs of light weight are welcome, and light and wide-brimmed hats.

South American ladies dress with elegance, and, consistent with moderation in the quantity of their baggage, lady passengers are well advised to take new and becoming clothes. Evening dress is *de rigueur* for men at the opera.

Travellers do well to take with them a good stock of collars underwear and socks. These articles can always be bought on arrival, but the prices are materially higher than at home.

Expeditions into the more primitive parts of the tropics call for special equipment. Excursions ashore in the Amazonian forest region call for stout boots and gaiters, or preferably for field boots. Leather luggage for the same region should be protected by green canvas or mackintosh coverings against rain. Rubber-flanged tin boxes containing some 56 lb. of contents can advisably be employed for packing any spare effects.

Change of Temperature :—In many tropical places there is a marked difference in temperature between the interior of cathedrals and the outer air. In the higher altitudes, colds may be contracted by entering these buildings. The danger of pulmonary disease being greater because of the rarity of the atmosphere, a light overcoat should be carried. Precaution should be taken against sudden changes of temperature.

In making sudden ascents to the higher altitudes, travellers sometimes suffer from " soroche," or mountain sickness. Those with weak hearts are cautioned against a too rapid change. Travellers who wish to avoid the sickness usually divide the trip from the lowlands to the uplands of Peru or Bolivia into two stages, stopping en route at Arequipa or elsewhere.

Quarantine Regulations :—As a rule delay is not to be feared. Port sanitation has improved greatly, and only in exceptional instances do Latin-American ports declare quarantine against each other. When travellers are detained the expense usually falls upon their own pockets.

Vaccination :—Access to some countries, including Brazil and Argentina, is barred failing evidence of recent vaccination. The prospective traveller should thus be vaccinated before departure. Under any conditions the precaution is wise, and the traveller feels a greater security against possible infection from smallpox, particularly in out-of-the-way quarters. The advisability of inoculation against other diseases may fitly be discussed with one's medical adviser.

CARE OF BAGGAGE.

Instructions to Passengers :—Steamship companies make regulations with a view to the greatest expedition and security. The following notices are important :—

Only baggage packed in trunks and hand-packages can be transferred and accepted as " Baggage," and must consist only of the personal effects of passengers. Any article not coming within this description must be shipped as merchandise, and freight according to tariff paid thereon.

Labelling of Baggage :—All baggage should be securely fastened, painted with the owner's name, port of destination, and bear adhesive labels stating whether wanted on the voyage or not.

Passengers are recommended also to use the Alphabetical Labels which the various companies furnish, as these assist rapid sorting both on board and in the Custom House.

Locking Baggage :—It may not be superfluous to mention the desirability of locking trunks and bags securely. In especial, personal baggage should not be delivered into the hands of shore touts without being carefully locked in advance.

The traveller will find it advisable to bargain beforehand with the porters (variously known as Changadores or Cargadores) who carry baggage to the piers.

Insurance :—Baggage is conveyed entirely at the passenger's own risk, unless insured. Insurance can be effected at low rates through the shipping companies.

Size of Trunks :—Cabin baggage, to go under the berths, should not be more than 16 inches high, 24 inches wide, and 36 inches long.

Valuables :—Passengers are warned to look after small baggage in their cabins, especially while in port when strangers are on board. Valuables may be deposited in care of the ship's purser.

Letters of Credit for limited amounts can be obtained at the Head Offices of some of the various Shipping Companies not later than two days before sailing.

Arrangements can be made for the cashing of travellers' cheques through the branches or agencies of the chief international banks.

EMPLOYMENT IN SOUTH AMERICA.

Emigration to South America in search of a living demands special precautions, and should in no case be undertaken except under auspices which afford a sufficient guarantee of a satisfactory issue. Moneyless persons, speaking English only and inexperienced in the conditions of Latin American life, are particularly cautioned against speculative emigration upon the bare chance of finding remunerative employment. The warning applies to skilled as well as unskilled workers of both sexes, and with especial force to heads of families.

Opportunities regularly occur for the satisfactory employment of men possessing technical or other qualifications of an order which lend their services an exceptional value under local conditions. Notices of such openings appear from time to time in London and other newspapers, and frequently with the stipulation that a knowledge of the Spanish or—for Brazil—the Portuguese language is required. Employees are engaged for various branches of work through the British offices or agencies of international companies or business houses operating in South America, and are sometimes required to proceed abroad immediately. Often members of the existing staffs of such organizations trained in the routine of the business are appointed to South American vacancies. These openings afford generally fair remuneration with attractive prospects,

and a large proportion of the Englishmen occupying high positions in the business life of the continent owe their success to beginnings made as subordinates in this way.

In accepting offers of employment a contract should be duly drawn up before departure and be authenticated before a consul of the country of destination. It should invariably provide for the payment of a return passage upon expiration of the agreement. The terms should be supervised in the interest of the employee by one well acquainted with local conditions. For enforcement abroad it is advisable, and in some instances indispensable, that the contract and all relevant documents should be drawn up in Spanish.

The substance of advice provided by acknowledged authorities situated in various South American countries follows :

In Argentina :—" I would particularly emphasize the absolute necessity of warning young men from coming to this country on speculation," writes Mr. Norman Macqueen, General Secretary of the British Society in the Argentine Republic. " I have had some years' experience in the Employment Bureau in connection with this Society, and the tragedies connected therewith, especially in the case of young girls, would fill a volume. It is no use coming here at all unless (1) one has at least a working knowledge of the Spanish language; (2) a small capital to live on while looking for work, for living expenses are high, and a few pounds do not last long; (3) in coming to a situation on contract unless all agreements, letters, contracts, etc., are written in Spanish, and viséd by the Argentine Consul in London, because agreements in English are not binding."

To this informed advice may be added the words of " The Review of the River Plate " :—

" Unattached and unsupported British immigration, when the immigrant has little more than a few dollars in his pocket on landing, must still be discouraged by all thoughtful people who know how difficult it is to find employment for persons coming within this category, except when such employment is more in the nature of indirect charity than a real adjustment to the needs of supply and demand."

Opportunities in Argentina are favourable upon condition of being rightly used. " Secure a job upon contract and, while serving diligently in it, study the conditions of the country and then decide," is the advice tendered by Captain Vincent Lloyd, a leading member of the British community in Buenos Aires. The following further hints are from the same source :

" The best way to start a farming career is to work for board and lodging upon an estancia, living with the farm-hands and gaining experience.

"Appointments upon estancias are obtainable by direct introduction or through firms of estancia agents in Buenos Aires.

"An Englishman of modest capital should conserve it and acquire experience with a view possibly to pooling his resources later. The

days of big and easy fortunes are over, but good livings are to be made by men of prudence, character, energy, and skill."

In Brazil :—In the opinion of the British Chamber of Commerce, Rio de Janeiro, Brazil is not an eligible country for British emigrants in general. The scale of payment found sufficient by native-born workers and the generality of immigrants does not afford the British emigrant even a moderate standard of comfort. The available labour supply includes workers skilled in agricultural, industrial, and office work, of whom many are also accomplished linguists.

It may be said that, except for men whose special qualifications render them valuable, Brazil has little to offer adventurous young Britishers who wish to try their luck. For a married man, with or without family, to arrive without satisfactory employment previously arranged is madness.

In Chile :—The Commercial Secretary of the British Legation in Chile is authority for saying that "No British subject, either male or female, should come to Chile except upon a definite contract, one of the stipulations in which should be that their return fare to Great Britain is paid upon its termination.

"As in the case of practically all Latin countries, the few experiments of importing British emigrants and manual workers having no technical knowledge have been a complete failure. Large British and foreign business firms and banks, however, offer positions to junior clerks with a considerable future. However, it is of vital importance that all contracts should be revised on behalf of the applicants by a friend or other suitable party who knows local conditions."

In Colombia :—The following passage is from a report to the Department of Overseas Trade :

"The fact that Colombia is a virtually undeveloped country, and that its population is relatively small having regard to its economic potentialities, may tempt unreflecting persons to emigrate thither, assuming as a matter of course that they will find remunerative employment waiting for them. . . . No warning against such an illusion can be too strongly given. Except for those possessed of ample capital, or who enter the country after having secured definite employment under a contract valid by Colombian law, there is no opening for foreign immigrants and no prospects other than a grave risk of failure and impoverishment. It should not be forgotten, moreover, that destitution involves a fall considerably beneath the lowest standard of living which normally prevails, at least in the United Kingdom. . . . The observations made above apply even more strongly to the case of women and girls seeking domestic employment in Colombia as nurses, governesses or companions."

THE MONROE DOCTRINE.

The message to Congress delivered 2 December, 1823, by President Monroe of the United States was destined to become an historical event of the highest international importance. Although so constantly the subject of allusion, the text is sufficiently little known to justify the reproduction here of its main contents :—

"The occasion has been judged proper for asserting, as a principle in which the rights and the interests of the United States are involved, that the American Continents, by the free and independent condition which they have assumed and maintain, are henceforth not to be considered as subjects for future colonization by any European Powers. . . .

"It was stated at the commencement of the last session that a great effort was then being made in Spain and Portugal to improve the condition of the people of those countries, and that it appeared to be conducted with extraordinary moderation. It need scarcely be remarked that the result has been, so far, very different from what was then anticipated. Of events in that quarter of the globe, with which we have so much intercourse, and from which we derive our origin, we have always been anxious and interested spectators. The citizens of the United States cherish sentiments the most friendly in favour of the liberty and happiness of their fellow men on that side of the Atlantic.

"In the wars of the European Powers in matters relating to themselves we have never taken any part, nor does it comport with our policy so to do. It is only when our rights are invaded or seriously menaced that we resent injuries or make preparation for our defence. With the movements in the hemisphere we are of necessity more immediately connected, and by causes which must be obvious to all enlightened and impartial observers. The political system of the Allied Powers is essentially different in this respect from that of America. This difference proceeds from that which exists in their respective governments; and to the defence of our own, which has been achieved by the loss of so much blood and treasure, and matured by the wisdom of their most enlightened citizens, and under which we have enjoyed unexampled felicity, this whole nation is devoted.

"We owe it, therefore, to candour and to the amicable relations existing between the United States and those Powers, to declare that we should consider any attempt on their part to extend their system to any portion of this hemisphere as dangerous to our peace and safety. With the existing colonies or dependencies of any European Power we have not interfered and shall not interfere. But with the governments who have declared their independence and maintained it, and whose independence we have on great consideration and on just principles acknowledged, we could not view any interposition for the purpose of oppressing them, or controlling in any other manner their destiny, by any European Power in any other light than as the manifestation of an unfriendly disposition towards the United States. In the war between those new governments and Spain, we declared our neutrality at the time of their recognition, and to this we have adhered, and shall continue to adhere, provided no change shall occur which, in the judgment of the competent authorities of this government, shall make a corresponding change on the part of the United States indispensable to their security.

"Our policy in regard to Europe, which was adopted at an early stage of the wars which have so long agitated that quarter of the globe, nevertheless remains the same, which is, not to interfere with the internal concerns of any of its Powers; to consider the government *de facto* as the legitimate government for us; to cultivate friendly relations with it, and to preserve those relations by a frank, firm and manly policy, meeting, in all instances, the just claims of every Power, submitting to injuries from none. But in regard to these continents circumstances are eminently and conspicuously different. It is impossible that the Allied Powers should extend their political system to any portion of either continent without endangering our peace and happiness; nor can anyone believe that our southern brethren, if left to themselves, would adopt it of their own accord. It is equally impossible, therefore, that we should behold any interposition in any form with indifference. If we look to the comparative strength and resources of Spain and those new governments, and their distance from each other, it must be obvious that she can never subdue them. It is still the true policy of the United States to leave the parties to themselves, in the hope that other Powers will pursue the same course."

SPANISH AND PORTUGUESE TERMS.

DAYS OF THE WEEK.

	SPANISH.	PORTUGUESE.
Sunday	Domingo	Domingo
Monday	Lúnes	Segunda feira
Tuesday	Mártes	Terça feira
Wednesday	Miércoles	Quarta feira
Thursday	Juéves	Quinta feira
Friday	Viérnes	Sexta feira
Saturday	Sábado	Sabbado

MONTHS OF THE YEAR.

January	Enero	Janeiro
February	Febrero	Feveréiro
March	Marzo	Março
April	Abril	Abril
May	Máyo	Maio
June	Júnio	Junho
July	Júlio	Julho
August	Agosto	Agosto
September	Setiémbre	Septembro
October	Octúbre	Octubro
November	Noviémbre	Novembro
December	Diciémbre	Dezembro

TIMES AND SEASONS.

The afternoon	La tarde	A tarde
Christmas Eve	La nochebuena	A vespera de Natal
The day	El dia	O dia
Day after tomorrow	Pasado mañana	Depois de amanhã
Easter	La Pascua	A Pascoa
A fortnight	Una quincena	Quinze dias
Half an hour	Media hora	Meia hora
Holidays	Las vacaciones	As ferias
Last month	El mes pasado	O mez ultimo
Lent	La cuaresma	A quaresma
Midday	El mediodia	O meio dia
Midnight	La media noche	A meia noite
Minute	El minuto	O minuto
Month	El mes	O mez
Morning	La mañana	A manhã
New Year's Eve	La vispera de año nuevo	A vespera de anno bom.
A second	Un segundo	Um segundo
Today	Hoy	Hoje
Tomorrow	Mañana	Amanhã
Tonight	Esta noche	Esta noite
Week	La semana	A semana
Whitsuntide	El Pentecostés	O Pentecostes
Year	El año	O anno
Yesterday	Ayer	Hontem
Spring	La primavera	A primavera
Summer	El verano	O verão
Autumn	El otoño	O outono
Winter	El invierno	O inverno
O'clock :—1.0	La una	Uma hora
5.0	Las cinco	Cinco horas
4.30	Las cuatro y media	Quatro e meia
4.45	Las cinco menos cuarto	Cinco horas menos quart

[N.B.—In Argentina, as in Uruguay, time p.m. is denoted as 13 (I,as trece) *et seq.*

TRAVELLING.

	SPANISH.	PORTUGUESE.
Arrival	La llegada	A chegada
Bill	La cuenta	A conta
Boat	El bote	O barco
Boarding house	La casa de huespedes	A casa de pasto
Cab	El coche	O cabriolé
Cabin	El camarote	O camarote
Coffee-room	El café	O café
Custom House	La aduana	A alfândega
Deck	La cubierta	A coberta
Departure	La salida	A sahida
Embark, to	Embarcar	Embarcar
Fare, the	El pasaje	O passageiro
Guide	El conductor : el guia	O conductor
Hall-porter	El portero	O porteiro
Land, to	Desembarcar	Desembarcar
Landlord	El fondista	O estalajadeiro
Lavatory	El lavatorio	O lavatorio
Lifebelt	La salvavida	A salvavida
Lift	El ascensor	O ascensor
Lodgings	La casa de pensión	Os aposentos
Luggage	El equipage	A bagagem
Luggage label	La etiqueta	O rótulo
Motor-bus	El omnibus motor	O omnibus motor
Motor-car	El automovil	O automovil
No	No (Señor)	Não (Senhor)
Railway	El ferrocarril	O caminho de ferro
Railway station	La estación	A estação
Receipt	El recibo	O recibo
Rug (travelling)	La manta	A manta
Sleeping car	El coche dormitorio	Um wagon-cama
Smoking room	El salón de fumar	A sala de fumar
Station master	El jefe	O chefe d' estação
Steward	El camarero	O mordomo
Stewardess	La camarera	A camareira
Street	La calle	A rua
Ticket	El boleto	O bilhete
Time-table	El horario	O horário
Tip	La propina	A propina
Train	El tren	O trem; o comboio
Traveller	El viajero	O viajante
Waiter	El mozo	O moço
Waiting room	La sala de espera	A sala de esperar
Yes	Si (Señor, Señora or Señorita)	Sim (Senhor, Senhora, or Senhorita)

FOOD AND DRINK.

Bacon	El tocino	O toucinho
Beef	La carne de vaca	A carne de vacca
Beer	La cerveza	A cerveja
Bottle	La botella	A botelha
Bread	El pan	O pão
Breakfast	El desayuno	O almoço
Butter	La mantequilla	A manteiga
Cake	La torta	A torta
Champagne	Vino de Champaña	Vinho de Champanha
Cheese	El queso	O queijo
Chocolate	El chocolate	O chocolate
Cigar	El cigarro	O charuto
Cigarette	El cigarrillo	O cigarro
Claret	Vino tinto	O clarete
Cocoa	El cacao	O cacao
Coffee (black)	El café solo	O café só

	SPANISH.	PORTUGUESE.
Coffee (with milk)	El café con leche	O café com leite
Cream	La crema	A nata
To dine	Comer	Jantar
Dinner	La comida	O jantar
Drink	La bebida	A bebida
Dry	Seco	Secco
Egg	El huevo	O ôvo
Eggs and bacon	Huevos y tocino	Ovos com toucinho
Fowl	El ave	A ave
Fried	Frito (a)	Frito
Fruit	La fruta	O fructo
Hungry (I am)	Tengo hambre	Tenho fome
Knife	El cuchillo	A faca
Lamb	El cordero	O cordeiro
Marmalade (or Jam)	La mermelada	A marmelada
Meat	La carne	A carne
Milk	La leche	O leite
Mineral water	El agua mineral	A agua mineral
Mustard	La mostaza	A mostarda
Mutton	La carne de carnero	O carneiro
Omelet	La tortilla	A malassada
Pear	La pera	A pera
Pepper	La pimienta	A pimenta
Plate	El plato	O prato
Pork	La carne de puerco	A carne de porco
Ripe	Maduro	Maduro
Salt	La sal	O sal
Siphon	El sifón	O siphão
Smoking	Fumando	Fumando
Soup	La sopa	A sopa
Spoon	La cuchara	A colher
Sugar	El azúcar	O assucar
Thank you	Gracias	Obrigado
Veal	La carne de ternera	A carne de vitella
Vegetables	Los legumbres	Os legumes
Water	El agua	A agua
Wine	El vino	O vinho

APPAREL.

Boots	Las botines	As botas
Braces	Los tirantes	Os suspensorios
Brush	El cepillo	A escova
Clothes brush	El cepillo de ropa	A escova de roupa
Coat	La casaca	A casaca
Collars	Los cuellos	Os collares; os collarinhos
Cuffs	Los puños	Os punhos
Curling tongs	El rizador	Os encrespadores
Dress	El vestido	O vestido
Evening dress	El traje de etiqueta	O vestido de etiqueta
Fur	La piel	A pelle
Gloves	Los guantes	As luvas
Hairpins	Las horquillas	Os alfinetes
Handkerchief	El pañuelo	O lenço
Hat	El sombrero	O chapeo
Jewellery	Las joyas	As joias
Necktie	La corbata	A cravata
Nightgown	El camisón	A roupa de dormir
Overcoat	El sobretodo	O sobrecasaca
Parasol	El quitasol	O quitasol
Purse	La cartera; la bolsa	A bolsa
Razor	La navaja	A navalha de barba
Ring	El anillo; la sortija	O annel
Shoes	Los zapatos	Os sapatos
Skirt	La falda	A saia

	SPANISH.	PORTUGUESE.
Slippers	Las zapatillas	A chinela
Soap	El jabón	O sabão
Sponge	La esponja	A esponja
Stockings	Las medias	As méias
Stud	El boton de camisa	O botão
Towels	Las toallas	As toalhas
Trousers	Los pantalones	As calças
Umbrella	El paraguas	O guarda-chuva
Waistcoat	El chaleco	O jaleco; a vestia
Watch	El reloj	O relogio

CARDINAL NUMBERS.

1	Uno (m) una (f)	Um (m) uma (f)
2	Dos	Dois (m) duas (f)
3	Tres	Tres
4	Cuatro	Quatro
5	Cinco	Cinco
6	Seis	Seis
7	Siete	Sete
8	Ocho	Oito
9	Nueve	Nove
10	Diez	Dez
11	Once	Onze
12	Doce	Doze
13	Trece	Treze
14	Catorce	Quatorze
15	Quince	Quinze
16	Dieciseis	Dezeseis
17	Diecisiete	Dezesete
18	Dieciocho	Dezoito
19	Diecinueve	Dezenove
20	Veinte	Vinte
21	Veintiuno (a)	Vinte e um
22	Veintidos	Vinte e dois
23	Veintitres	Vinte e tres
24	Veinticuatro	Vinte e quatro
25	Veinticinco	Vinte e cinco
26	Veintiseis	Vinte e seis
27	Veintisiete	Vinte sete
28	Veintiocho	Vinte e oito
29	Veintinueve	Vinte e nove
30	Treinta	Trinta
31	Treintiuno (na)	Trinta e um
32	Treintidos,* etc.	Trinta e dois
40	Cuarenta	Quarenta
50	Cincuenta	Cincoenta
60	Sesenta	Sessenta
70	Setenta	Setenta
80	Ochenta	Oitenta
90	Noventa	Noventa
100	Cien, ciento	Cem, Cento
101	Ciento uno (una f)	Cento e um
200	Doscientos (m) Doscientas (f)	Duzentos (a)
300	Trescientos	Trezentos
400	Cuatrocientos	Quatrocentos
500	Quinientos	Quinhentos
600	Seiscientos	Seiscentos
700	Setecientos	Setecentos
800	Ochocientos	Oitocentos
900	Novecientos	Novecentos
1,000	Mil	Mil
1,001	Mil uno (una)	Mil e um (una)

	SPANISH.	PORTUGUESE.
1,100	Mil ciento	Mil cento
1,101	Mil ciento uno	Mil cento um
1,200	Mil doscientos	Mil doiscentos
2,000	Dos mil	Dois mil
100,000	Cien mil	Cem mil
200,000	Doscientos mil	Dois centos mil
500,000	Quinientos mil	Quinhentos mil
1,000,000	Un millón	Um milhão
2,000,000	Dos millones	Dois milhoes

* The compound numbers (17 to 99, except the even tens) can also be spelt diez y seis, veinte y dos, cuarenta y cinco, etc.

ORDINAL NUMBERS.

1st	Primero	Primeiro
2nd	Segundo	Segundo
3rd	Tercero	Terceiro
4th	Cuarto	Quarto
5th	Quinto	Quinto
6th	Sexto	Sexto
7th	Séptimo	Septimo
8th	Octavo	Oitavo
9th	Noveno, nono	Nono
10th	Décimo	Decimo
11th	Un décimo or décimo primero	Undecimo
12th	Duodécimo or décimo segundo	Duodecimo
20th	Vigésimo	Vigesimo
21st	Vigésimo primero, etc.	Vigesimo-primeiro, etc.

On the Way to South America

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

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PASSENGERS

travelling on ships to and from South America are provided by the British Wireless Marine Service with special facilities for communicating, throughout the voyage, with their friends ashore, not only by means of full-rate wireless messages, but also by special classes of messages known as Ocean Letters and Post Radio-Telegrams, which are accepted at considerably reduced rates.

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ON THE WAY TO SOUTH AMERICA.

The **ports of call** encountered en route from Europe or the United States to South America vary according to the voyage and to the individual arrangements of the steamship companies. In the present chapter brief descriptions are given of intermediate points lying upon the main ocean routes, and also of some others which are more occasionally visited. Some particulars are offered of the attractions of the vicinity, even though visits to the interior may not always be practicable to through passengers. Upon any of the main routes the voyage can be made in complete comfort and, indeed, luxury.

The steamers carrying passengers to South America are specially designed for the trade and are noted for their comfort, cleanliness, and discipline. They are fitted with artificial heating for cold weather, and with ventilating systems to relieve oppressive heat in the tropics. The appointments of the larger vessels are of a striking magnificence, with a first-class orchestra for concerts, dances, and fancy dress balls; a gymnasium in charge of an expert instructor; an open-air swimming-bath available for the greater portion of the voyage; and full facilities for deck games and sports.

Full enjoyment of the social opportunities depends largely upon the passengers themselves, who contribute to their own and the general pleasure by forming committees for the organization of games and other gatherings.

Clothes for the Voyage :—By those travelling during the English summer months tennis clothing can advantageously be worn for the first sixteen days, with light woollen clothes for the rest of the journey.

Those leaving England during the English winter need warm clothing for the first five or six days, and tennis clothes thereafter. A warm cardigan jacket proves useful. A dinner jacket serves for evening wear, and plain evening dresses are advised for ladies. Fancy dresses for dancing are useful addenda. The ship's laundry can be relied on for washing at sea.

LE HAVRE.

At the mouth of the River Seine, distant only 141 miles (2¾ hours express) from Paris, Havre possesses unique natural advantages as a harbour. Extensive new quays and basins recently constructed have made Havre into one of the leading ports of the world, capable of accommodating the largest passenger liners and of dealing with all descriptions of traffic. Commercially the port ranks second only to Marseilles, and the town has the interest of a great maritime centre, coupled with some antiquities, including a museum and the Church of Notre Dame.

DISTANCE TABLES.

EUROPE TO RIVER PLATE.

The distance from port to port is to be read at a glance in the table below; thus Southampton to Pernambuco = 4,121 miles; Lisbon to Buenos Aires = 5,535 miles.

Southampton.											
84	Cherbourg.										
592	508	Coruña.									
693	606	126	Vigo.								
793	681	180	75	Leixões.							
936	860	359	243	179	Lisbon.						
1478	1402	901	785	—	542	Madeira.					
2505	2429	1915	1799	1735	1569	1051	S. Vincent.				
4121	4037	3531	3415	—	3185	2667	1616	Pernambuco.			
4511	4427	3921	3805	—	3575	3057	2006	390	Bahia.		
5253	5169	4663	4547	4405	4317	3799	2670*	1132	742	Rio de Janeiro.	
5461	5377	4871	4755	4613	4525	4077	2956	1340	950	208	Santos.
6347	6263	5757	5641	5499	5411	4893	3842	2226	1836	1035*	886	Monte Video.
6471	6387	5881	5765	5623	5535	5013	3966	2350	1960	1159	1010	124	Buenos Aires.

* Direct.

DISTANCES FROM PANAMÁ.

Southampton—Panamá .. 4,603 miles Liverpool—Panamá .. 4,570 miles
New York—Panamá .. 2,012 miles

WEST COAST DISTANCES.

Panamá.						
1340	Callao.					
1788	457	Mollendo.				
1912	581	134	Arica.			
1987	656	217	107	Iquique.		
2137	806	413	321	223	Antofagasta.	
2445	1128	778	697	597	392	Coquimbo.
2611	1301	960	879	769	575	198	Valparaiso.

DISTANCES FROM NEW YORK.

(British Admiralty Tables.)

New York to :—

	Miles
Pará	2,855
Pernambuco	3,670
Bahia	4,057
Rio de Janeiro	4,743
Santos	4,930

New York to :—

	Miles
Rio Grande do Sul	5,451
Montevideo	5,727
Buenos Aires	5,838
Bahia Blanca	6,120
Magallanes (Punta Arenas) ..	6,981

A nightly service of Channel steamers plies to Southampton (120 miles, 5 hours open sea), and passengers by this route arrive respectively in Havre or Southampton about 6 a.m. Connecting trains arrive Paris (Gare St. Lazare) 10.18 a.m.; or London (Waterloo) 9.03 a.m.

Hotels :—Frascati; Grand Hotel de Normandie; Continental; Terminus; Grand; Hotel de Bordeaux.

CHERBOURG.

Almost due south of Southampton, and distant only 84 sea miles, the great French dockyard and arsenal has long been a principal port of call for passenger vessels to and from South America.

The time spent in port is commonly too short to admit of a visit to the city, which displays comparatively little activity. Wood and coal are imported, and dairy produce, vegetables and stone exported. There are two large engineering works and quarries in the neighbourhood. The industrial energies of the bulk of the population are absorbed in the arsenal and dockyards.

Landing :—By tender.

Hotels :—Palace Hotel du Casino; Hotel de la Plage; Anglo-American; Grand Hotel; Grand Hotel de France; Hotel de Paris et de Weymouth; De l'Etoile; Moderne.

LA ROCHELLE-PALLICE.

Is touched by certain of the steamship services to South America. Outward mail boats stay long enough in port to give passengers an opportunity of visiting the interesting and historic city of La Rochelle, four miles distant. Trains and motor buses run between La Rochelle-Pallice and La Rochelle. The principal sights are the cathedral in the Place de Verdun—built 1780, in the Grecian style; the Hotel de Ville (Gothic); the "Mail," a popular promenade, with Casino, etc. The houses and shops in this old city are quaint—many side walks are covered by arches, which recall Chester and other old-world English towns.

Trains leave La Rochelle at short intervals for Niort, Saintes, Bordeaux, Nantes, Pau, Biarritz, Bayonne, and Central and Southern France.

There is every facility at La Rochelle-Pallice for the rapid and safe handling of motor-cars. The point is a convenient one for passengers for the South of France and the Touraine.

The representatives of the Royal Automobile Club at La Rochelle-Pallice are the Pacific Steam Navigation Company.

Landing :—Usually by tender.

Hotels :—Hotel de France; Hotel du Commerce; Hotel de la Paix.

SANTANDER.

Santander, upon the north coast of Spain, is a regular port of call for P.S.N. steamers from Liverpool to the West Coast of South America, and a stay is made normally of two to three hours. The port is 685 nautical miles from Liverpool. The town is of 80,000 inhabitants, and is placed picturesquely upon the bay. A benign climate has made it a favourite summer resort, and the Spanish Court is frequently in residence at the neighbouring Palace of La Magdalena. The cathedral, the Casino del Sardinero, the Aquarium, and Municipal Library are interesting. There are caves used by prehistoric man at twenty miles distance from the town.

Rail :—Madrid (10 hours). To San Sebastian and Hendaye (France) direct connection with the Paris train.

Hotels :—

	Address.	Per day.
Real	Sardinero	From 20 pesetas.
*Gran	Sardinero	„ 80 „
Ignacio	Colosía	„ 20 „
Continental	Mendez Muñez	„ 15 „
Europa	Mendez Muñez	„ 15 „
Royalty	Calle de la Blanca	„ 15 „

* Open July–August only.

LA CORUÑA.

On the north-western coast of Spain, and served by the principal vessels sailing between England and South America, Coruña affords ready access to Madrid. It is a main line terminus from which expresses with dining and sleeping-cars run daily to and from the capital.

The town is for ever associated in English memory with the name of Sir John Moore, who, after being driven from the interior by the great Napoleon, turned upon Soult and administered a check in January 1809, which enabled the British forces to escape to the ships. His grave lies in the Garden of San Carlos on the outskirts of the town. Historic interest attaches also to the ruins of the port gates, memorable as those from which Philippe II sailed to marry Mary Tudor; and Charles V on his departure for coronation as Emperor of Germany.

The upper town on the mountain side is walled by ancient battlements. The lower town has new buildings which lend it a flourishing air, and during the "Horas de Paseo" the general animation and gaiety lend the scene an almost Parisian atmosphere.

Santa María del Campo, the principal church, is a small Gothic erection with three naves, a Norman porch and a pyramidal tower. The church of San Jorge (Plaza de San Jorge) contains two famous paintings, "Annunciation" and "Purgatory," by Pierre Vanderlaken. A fine fifteenth-century bas-relief in the side tower of the Capucine convent (Calle de Panaderas) calls for notice. The environs afford charming motor drives, and there are many good trout streams.

Landing :—Motor launch, 3 pesetas.
Conveyances :—Electric trams and motor-cars.

Hotels :—	Address.	Per day.
Atlantic	Paseo Mendez-Nuñez	Winter 20–30 pesetas. Summer 50% extra.
Palace	Cantón Grande	15–35 pesetas.
Francia	Calle Juan de Vega	15–25 „
Roma	Calle de Castelar	12–30 „
Continental ..	Calle de Castelar..	12–35 „

Excursions :—Tram to Sada; motor to Arteijo, Carballo and Santiago de Compostela; train to Ferrol. Journeys to Madrid.

VIGO.

The call of the mail steamers, although usually of short duration, affords opportunity to appreciate the extent of the Bay, which is large enough to accommodate all the world's navies. Cabo Estay on the south and Sobrido Point on the north guard an opening nine miles in width. The rocky and picturesque Islas Cies form as complete a natural breakwater against westerly gales as could have been designed by man. The city, nine miles up the bay on the southern shore, presents a remarkably clean and well-kept appearance. The city spreads tier by tier up a steep hill from an avenue of plane trees at the base to the citadel crowning the height.

The notable buildings include the principal church, standing in the Plazuela de Iglesia, and built in the Doric Greek order. The Theatre Tamberlick is in the Calle de Eduardo Inglesias, the School of Art and Theatre "Rosalia de Castro" in Policarpo Sanz, and the Bank of Vigo in Calle Colón. There is a branch of the Anglo-South American Bank with an English staff in Calle de Principe 45. The new offices of the Royal Mail Steam Packet Company, where an English-speaking staff is engaged, are near the quay, upon the sea front.

The Citadel, built by Philippe IV, is one of three forts that guard the town. En route to the Citadel lie the prison and the barracks.

Landing :—By shore boat, ptas. 2.00 per person, baggage extra. Hotels send motor launches.

Conveyances :—Open motor-cars, ptas. 1.25 per kilo; closed motor-cars, ptas. 1.50 per kilo.

Hotels :—	Address.	Per day.
Continental	Avenidas de Canovas del Castillo ..	20–30 pesetas.
Moderno	Calle Policarpo Sanz 5	20–30 „
Universal	Calle Carral and Avenidas de Canovas del Castillo.	15–20 „
Europa	Calle del Principe	15–20 „

Excursions :—By motor launches to the Island of San-Simon, Puente de San Payo, and other picturesque spots up the river. Steamers leave hourly for Cangas and Moaña, fishing villages on the north of the bay, from which are pleasant walks to hamlets in the interior.

Two admirable beaches are within easy distance. Samil beach, the better for bathing, is half an hour's tram ride; Bayona beach, famous for its sunsets, is one hour's tram journey.

VILLAGARCÍA.

Another Galician port, close to the town of Carril, and northwards 40 rail miles from Vigo, is visited occasionally by steamers bound for Brazil and the River Plate. Villagarcía is on the picturesque Bay of Arosa, a place frequented for the excellence of its summer bathing. The train can be joined for the celebrated shrine, Santiago

de Compostela (26 miles). La Toja, with its mineral springs, is easily reached.

OPORTO.

Leixões is the seaport for Oporto, and has been secured from storms by two great jetties seen on either side as the steamer enters the harbour. A railway and an electric tram connect it with the city, five miles distant.

Passengers and baggage are conveyed ashore at 3 escudos per head, and 1.20 escudos per package in rowing boats; minimum payment per rowing boat, 15 escudos. Charges per motor or steam launch are 50 per cent. higher. Landing and embarking charges are doubled in rough weather, the signal being a blue flag over the Harbour-master's office.

Oporto has several public squares, the principal being the Praça da Liberdade, with a fine bronze statue of Dom Pedro IV. All over the city are fountains and well laid-out promenades. The Sunday promenade in the Crystal Palace gardens is especially fashionable.

Many of the dwellings date from the sixteenth century. The streets of the old town are narrow and tortuous, although there are striking modern boulevards. Good examples of the latter are the Calçada dos Clerigos, the streets of 31 de Janeiro and Santa Catharina, and the Rua das Flores (the "Regent Street" of Oporto). The last-named shows beautiful examples of the local gold and silver filigree work.

The cathedral (Sé) has a fine interior, including a solid silver altar and retable. The church of São Francisco, close to the Bolsa (Exchange), is a mass of delightful carving of the fifteenth and sixteenth centuries. The Clerigos church has the highest spire in Portugal (246 ft.), which dominates the city from every point. The post office lies in Praça da Batalha, east of the Central Station.

A remarkable bridge—the Ponte de Dom Luiz Primeiro—is a quarter of a mile to the south of the Praça da Liberdade. It crosses the Douro in a single span of 560 ft. at a height of 120 ft. The engineer of this bridge, as of one higher up the gorge, was the great Eiffel, designer also of the celebrated Paris tower. From the monastery between these bridges the great Duke of Wellington launched his attack upon the French General Soult.

Cathedral Hill and Victory Hill look down upon the River Douro, the entrance to the port wine district, the products of which have earned fame throughout the world. The wine is brought by river from the grape-growing district to the wine lodges at Villa Nova de Gaya, seen across the river from the city, whence this valuable local monopoly is shipped.

Conveyances :—There is a good service of electric trams. The Central Railway Station, São Bento, in the middle of the town, is the terminus for long-distance traffic. The Campanha Station, a mile and a half distant on the east side, and Boa Vista Station, in the north-western district, serve minor lines.

Landing :—Launches and rowing boats.

Hotels :—Grand Hôtel do Porto, Rua Santa Catharina (60–150 escudos), Hôtel de Paris in Rua Da Fabrica (36–50 escudos).

LISBON.

The south-western coast of Portugal is low-lying and insignificant-looking from the sea. At length a gap is seen, and the vessel steams up the estuary of the Tagus. The scenery changes, and there comes into view the Rome of the Iberian Peninsula, Lisbon, standing out in all the majesty of her seven hills. The city rises in picturesque terraces, and affords a most striking spectacle. Many of the houses are faced with tiles, often in a rich blue.

Mail steamers to South America from Southampton and Liverpool moor alongside the quay at Alcantara or the Posto de Desinfecção. Passengers like to visit the famous "Black Horse Square" (Praça do Comercio), so named from the bronze equestrian statue of José I in the centre. Almost all the edifices in this square are Government buildings. On the east is the Bolsa (Exchange) and the Custom House, and on the west the Post Office. Lisbon possesses other fine squares, including the Praça do Municipio, with a curious marble pillar. The Praça Rocio (Rolling Motion Square) is paved in the centre in a wavy mosaic of black and white tiles; whence its name. Camoëns Square, with its monument to the illustrious poet, and the grand new promenade "Avenida da Liberdade," are not to be missed.

The Cathedral or Basilica of St. Vincent preserves in part its original Gothic architecture, and in part the French style of Louis XIV, introduced when the edifice was restored after the earthquake. It contains the bones of St. Vincent, the patron saint of Lisbon. In blue and white tiles round the walls are depicted the legends of the Sacred Ravens.

The San Roque Church, now a museum, has, despite a mean exterior, rare marvels within. The crowning glory is the Chapel of St. John the Baptist, to the right of the High Altar. Other sacred buildings worth visiting are São Vicente de Fora (on rising ground east of the cathedral), the Estrella Church (dominating the west of the city), and Nossa Senhora da Conceição Velha (Rua da Alfandega, off the east side of Black Horse Square).

Other points of interest include the Museum at the Palacio da Imperatriz at the Janellas Verdes, containing a good collection of art treasures. The Palacio das Cortes (Parliament House) in Largo da São Bento on the west side of the city. Museu Nacional das Bellas Artes, open Sundays and Thursdays, 11 a.m. to 4 p.m.; other days, midday to 2 p.m., by application. Museu Archeologico do Carmo (antiques, etc.), open daily 10 a.m. to 4 p.m.; charge 1 escudo. Academia das Sciencias (Rua do Arco de Jesus), open week days, 10 a.m. to 3 p.m. Botanical Gardens (north-west of Rolling Motion Square), said to be the finest in Europe. Bull-ring (in Praça do Campo Pequeño), bull-fights in summer. National Library, north-west of Black Horse Square, with many rare MSS. and books. Inclined railways and street lifts convey pedestrians from terrace to terrace. The waterworks of Lisbon are remarkable.

Borrow's description is quoted from his "Bible in Spain" (1842):

I boldly say that there is no monument of man's labour and skill pertaining either to ancient or modern Rome, for whatever purpose designed, which can rival the waterworks of Lisbon. I mean the stupendous aqueduct whose principal arches cross the valley to the north-east of Lisbon, and which discharges its little runnel of cool and delicious water within that beautiful edifice called the Mother of the Waters, from whence all Lisbon is supplied with the crystal lymph.

Hotels :—

	Address.	Per day.
Avenida Palace	Largo de Camoes	100–150 escudos.
D'Inglaterra	Rua Jardim do Regedor	40–100 ,,
Metropole	Rocio	50– 90 ,,
Borges	Rua Garrett (Chiado)	40– 90 ,,
De l'Europe	Praça Luiz de Camoes	50–110 ,,
Bristol	S. Pedro d'Alcantara	40–100 ,,

[For the Announcements of Local Hotels and Business Houses see the section of this book headed "LOCAL CLASSIFIED ADVERTISEMENTS."]

Conveyances :—Electric trams, motor-cars, and hackney carriages. Inclined railways connect the upper and lower towns.

Railway Stations :—(1) Estação Rocio (Central Station), the principal terminus for inland routes.
(2) Estação de Barreiro, on the south side of the Tagus. A steam ferry connects it with "Black Horse Square."
(3) Estação Caes dos Soldados, on the East quay.
(4) Estação Caes do Sodré, on the West quay.
(Nos. 3 and 4 are minor stations for local lines.)

Shopping Centres : –Rua Augusta, Rua Garrett, Rua Aurea, Rua da Prata, Rocio Rua Nova do Carmo.

ENVIRONS OF LISBON.

Within a short distance from Lisbon is **Belem,** reached by electric tram or rail from Caes do Sodré Station. Close by the mouth of the Tagus, it contains the Tower of St. Vincent, the first building seen by passengers arriving by steamer. Here also are the Church and Convent of St. Mary, generally known as the Jeronymos. The church was built in 1500 to commemorate the discovery of the Cape of Good Hope by Vasco da Gama.

Cintra is reached by rail in about an hour from Rocio Station; or by motor-car, which should be hired from an approved service.

George Borrow wrote :

If there be any place in the world entitled to the appellation of an enchanted region it is surely Cintra . . . by Cintra must be understood the entire region—town, palace, quintas, forests, crags, Moorish ruins, which suddenly burst on the view on rounding the side of a bleak, savage and sterile-looking mountain.

The time of year to see Cintra in perfection is March-April.

Places of interest in the neighbourhood include Montserrate, Cork Convent, Praia das Maçãs and the old Moorish castle; also Collares, famous for its vineyards.

HOTELS :—Netto and Nunes.

Estoril (Mont Estoril) :—About thirty-five minutes by express train from Caes do Sodré Station, lies on the Bay of Cascaes, sheltered by the pine-clad hills of Cintra, and is a delightful winter resort.

A residential quarter for Lisbon people, it is also an attractive point for visitors to Portugal. The hotels are good and the charges moderate. Excellent boating, fishing, and bathing are obtainable, and lovely walks abound.

HOTELS :—Miramar D'Italie, Grand Hotel Estrade, and Hotel Paris.

MADEIRA.

The island is notable for a climate sunny without oppressive heat, and for an abundance of moisture without heavy rainfall. The winter season, the one most often selected for visits, extends from November to May, and the very agreeable summer season from June to October. There are hills 6,000 ft. high, on which flourish pines and the vegetation of temperate zones. The valleys between glow with the lustre of the tropics, and geraniums luxuriate in the hedges.

For political and judicial purposes Madeira is treated as an integral part of Portugal. The Portuguese import tariff is applicable.

Funchal, the capital, lies at the foot of a vast amphitheatre of hills. The scene as the steamer enters is fascinating in the extreme. The town is lit by electricity and picturesquely laid out. The streets are paved with smooth round cobbles, and sledges are much used for transit. Wicker-work, embroidery, lace, and jewellery are offered for sale from boats, and can be purchased also ashore.

The public buildings are not devoid of merit, but it is the peculiarities of costume and domestic architecture which will most interest the passer-by. The highly-polished cobble stones of the streets are trying, and those who wish to explore the town should wear boots with soft soles, preferably india-rubber. Whatever the season of the year, the market-place is well supplied with tropical and other fruits, and each passer-by, from the hammock-bearers in their white linen clothes to the peasant in his strange and often grotesque headgear, excites attention.

LANDING :—By launch to shore and back to ship, 3s. for the double journey.

CONVEYANCES :—In the town bullock sledges (or "Carros"), 5s. per hour; motor-cars, according to journey, or 20s. per hour.

Rack railway to Terreiro da Lucta.

SHOPPING CENTRES :—The principal shops cluster round the top of the Entrada da Cidade, the avenue leading from the centre of the town to the quay.

RESTAURANTS : Chalet Restaurant Esplanade, Golden Gate, Bentham's Monaco, Ritz Café.

CASINO :—All other gaming resorts than the Casino Victoria have been closed, and this one is in course of improvement.

Hotels at Funchal.	Address.	Shillings Per day.
Reid's Palace	Western Sea Cliff	22/- to 28/-
New English	West Outside Town	12/6 ,, 21/-
Monte Palace	Monte	12/- ,, 18/-
Belmonte	Monte	21/- ,, 32/-
Bella Vista	West Town	10/6 ,, 15/-
Savoy	Western Town	8/- ,, 15/-
Quinta Esperança	East Town	—
Golden Gate	Avenue	—

A valuable handbook, Brown's "Madeira, Canary Islands, and Azores" (Simpkin, 7s. 6d.), can be unhesitatingly recommended to visitors. Lethbridge's "Madeira: Associations and Impressions" (Methuen, 7s. 6d.) should be consulted.

[For the Announcements of Madeira Hotels see the section of this book headed "Local Classified Advertisements."]

ST. VINCENT.

The Cape Verde Islands lie 350 miles west of Cape Verde, on the African coast. Of all islands in the Atlantic they least deserve the name of "green." They are volcanic. Porto Grande, in St. Vincent, is an important coaling station and cable companies' centre. The islands are administered for the Portuguese Government by a resident governor.

Most of the cable staffs are English, and delight to have a (coconut matting) cricket match with the passengers of visiting vessels. There is an eighteen-hole golf course along the shore, easily accessible to passengers, and golfers are welcome.

Landing:—By tender.

Hotel:—Central.

THE AZORES.

Nine in number, volcanic in origin, and wide of the regular steamer-track to the Caribbean and to South America, the islands are visited by touring vessels. The equable climate favours the growing of early vegetables, oranges, and (under glass) pineapples for market; as well as tobacco, coffee, and tea. Over 800 miles west of Lisbon, the islands are administratively a part of Portugal, and support a population of about 245,000.

St. Michael's (São Miguel), the largest, measuring some 41 by 9 miles, holds about half the population of the group, and is isolated by a distance of nearly 100 miles from Terceira, the second largest, and is still farther from Pico (with a summit of 7,460 ft.) and Fayal.

Ponta Delgada, the capital of St. Michael's, was for a time the depôt of the American Atlantic Fleet. Good harbourage has been afforded by an artificial breakwater, and interesting excursions are practicable which afford, as well as distant views of impressive scenery, peeps into the craters of volcanoes, close views of rich flowers and foliage, and of lakes high above the level of the sea.

Hotels: Brown's, Grand, Carvalho, Jeronymo.

(Brown's "Madeira, Canary Islands, and Azores" (Simpkin, 7s. 6d.) supplies more closely detailed information.)

ISLANDS AND ROCKS.

St. Paul's Rocks, in lat. 00.55 N., long. 29.23 W., lie near the route of steamers between Europe and Brazil. They are a group of guano-covered volcanic rocks about a quarter of a mile in extent, rising in height to about 67 ft.

Fernando Noronha, an island in lat. 3.50 S., long. 32.25 W., may be sighted on the voyage from Europe. It belongs to Brazil, and is used as a penal settlement for the State of Pernambuco. It is inhabited by some 700–800 convicts, with the necessary military force. It has a cable and wireless station, and a total population of about 2,000. The island has served as a landing-point for aeroplane flights from Europe to South America, and the construction of a complete aviation base is in project.

BERMUDAS.

This group of coral islands, less than 700 miles from New York, lies upon a route followed monthly by steamers of the P.S.N. Co, between Liverpool and Valparaiso. The group consists of 360 islands and islets, about a score of which are inhabited. They form an area of slightly over 19 square miles, and have a civil population of some 27,000. Their equable climate, 60–80 deg. F., according to season, constitutes a great attraction, and their natural beauties, restful atmosphere, residential comforts, and opportunities of sport have contributed to make the Bermudas the holiday resort of an increasing number. The most advantageous season for visits extends from mid-December to the end of April, when there is a much augmented steamer service from New York. Its House of Assembly ranks next in point of age to the House of Commons.

Hamilton, the capital, is approached by a narrow channel threading a series of protecting reefs. The water is brilliantly clear, the verdure of the shore is vivid, and although there are no high hills the contour is pleasantly varied. The town is laid out geometrically upon rising ground. The public square near the wharf contains the principal public buildings. A small cathedral in the Gothic style; Cedar Avenue; Mount Langton (the residence of the Governor), and Victoria Park are within easy distance of the water front. A fine aquarium proves of great interest to tourists.

The roads are good, and although motor-cars are prohibited, horsed conveyances and cycles are to be hired. Bus services run at regular intervals and ferry steamers ply to Ireland Island (with its great floating dock) to Paget, Riddell's Bay, and St. David's. Motor-boats, canoes and sailing craft can be hired cheaply.

Hotels :—	Address.	Minimum per day (American Plan).
Hamilton	Hamilton	$7.00
Princess	Hamilton	$10.00
Bermudiana	Hamilton	$10.00
New Windsor	Hamilton	$7.00
Inverurie	Paget	$6.50
Belmont	Warwick	$8.00
St George	St. George's	$7.00
Elbow Beach	Paget	$7.00

BAHAMAS.

The archipelago of islands, islets, and rocks, extends from a point 40 miles off the coast of Florida south-eastward 700 miles to the north of Cuba and Haiti. The land surface is approximately half the area of Wales. Twenty-five of the islands are inhabited, including New Providence, Grand Bahama, Abaco, Andros, Eleuthera, Exuma, Harbour Island, Inagua, Mayaguana, San Salvador or Watling's, Cat Island, Long Island, Crooked Island, Acklins, Rum Cay, Long Cay, Ragged Island, and the Biminis. Andros (100 by 40 miles) is the largest, and New Providence, on which stands the capital, is the most populous island. Watling's Island was the first land touched by Columbus upon his voyage of discovery (October 12, 1492), who gave it the name San Salvador.

The formation is of wind-blown coral sand, and the land nowhere attains a height of over 400 ft. The climate is salubrious, and from December–May delightful. The Gulf Stream maintains a temperature above 50° F. minimum. The winds are seldom of gale force, and the rains occur chiefly from mid-May to mid-November. The rock is porous, and the dews sustain vegetation. The population is some 60,000.

Tomatoes are grown in increasing quantity, and, together with sponge, yellow pine, turtle shell, and sisal hemp are among the chief articles of export. Cascarilla bark, lignum vitæ, and other woods and conch shells are exported.

Nassau (15,000 population), upon New Providence Island, is the capital. Brilliant in sea and sky, with white roads and houses, magnificent trees and voluptuous flowers, the city is of a striking beauty. By virtue of a new channel cut into the harbour and affording a minimum depth of 25 ft., ships of suitable draught are enabled to enter a large turning-basin and lie alongside the new and almost completed Government wharf.

Bay Street, parallel with the harbour, possesses good shops. Fort Fincastle occupies an eminence behind the town, and Government House, standing in 20 acres of beautiful grounds, is prominent on Mount Fitzwilliam. A wonderful submarine garden, over which visitors pass in glass-bottomed boats, and the historic forts are sights deserving mention. The sponge market is a unique sight. The sea bathing and fishing are of the best, and there are social advantages in golf, tennis, sailing, and other clubs. The regular service of ferry steamers from Miami (Florida) is augmented during the winter season.

Hotels :—

	Address.
New Colonial	Bay and Marlborough St.
Royal Victoria	Parliament and Shirley St.
Fort Montagu	East Bay St.
Imperial	Marlborough St.
Lucerne	Frederick St.

JAMAICA.

The largest island in the British West Indies, Jamaica is included occasionally in the itinerary of vessels of the Pacific Steam Navigation Co. from Liverpool to the West Coast of South America. Approximately 4,000 miles from England, it is 540 from the Panamá Canal, 90 miles south of Cuba, and 445 miles north of Cartagena (Colombia). Its area is about two-thirds that of Yorkshire, its total length is 144 miles, and its population 858,000.

Jamaica is known as the Isle of Springs, in allusion to the innumerable waterfalls which add so greatly to the charm of the scenery. It is provided with many roads, some of stiff gradient, upon which it is possible to explore the island thoroughly by motor-car.

The tropical heat at sea-level is tempered by day and night breezes, and in the mountainous interior the range of temperature is from 45° F. on winter nights to 75° F. on summer days. May and October are the rainy months, although short, heavy showers occur frequently during the summer. The Blue Mountains attain at the peak 7,423 ft. The southern plains show the most luxuriant vegetation.

Kingston, the largest town in the British West Indies, has, together with its suburbs, a population of 120,000. Deep water to the wharves enables ships to go alongside within the protection of a harbour of great natural beauty. The city is laid out in rectangles, and the chief thoroughfare from the water front is King Street, leading to Victoria Park and beyond, and containing many of the principal buildings. Round tours of the towns can be made by electric tramway.

Port Royal, rich in historic memories, can be reached by War Department launch, by special permission, and inspection can be made of Nelson's quarters. Train can be taken to Spanish Town, the former capital, or to Port Antonio, one of the chief seats of the fruit industry; also to Montego Bay and other towns. The railway system serves a large part of the island, and all parts are accessible by excellent motor roads. Prolonged excursions into the mountains can be arranged.

Hotels :—

	Address.	Beds.	Per day.
Myrtle Bank	Kingston	205	32/- up
South Camp Road	„	60	24/- „
Grenville	„	35	16/- „
Manor House	„	60	20/- „
Y.M.C.A.	„	20	8/- „
Titchfield	Port Antonio	180	32/- „
Mandeville	Mandeville	100	16/- „
Hotel Osborne	St. Ann's Bay	20	20/- „
Shaw Park	Ocho Rios	21	30/- „
Moneague	Moneague	60	20/- „
Beach View	Montego Bay	50	20/- „

Particulars can be had from the Tourist Trade Development Board, Kingston, of other small hotels, boarding houses, etc. [For announcements of local hotels and business houses see also the later section, "LOCAL CLASSIFIED ADVERTISEMENTS."]

The commercial importance of the colony can be read in the following statistics :—

Exports, 1928	£4,197,056
Imports „	£6,100,000

Chief exports, 1928 :—

Bananas ..	17,203,039 stems	Pimento	3,691,312 lbs.
Sugar	44,392 tons	Coconuts	30,769,890 nuts
Coffee	8,769,936 lbs.	Logwood extract ..	9,806 packages
Rum	814,739 gallons	Logwood	25,641 tons

Cocoa, ginger, cigars, and oranges are the remaining main articles.

The Jamaica Chamber of Commerce and Merchants Exchange : Bank of Nova Scotia Buildings, Kingston.

SANTO DOMINGO AND HAITI.

Next in size to Cuba among the Greater Antilles, the island shared by the independent republics of Haiti and Santo Domingo has a total area of 29,522 square miles or, approximately, that of the Irish Free State. The name Haiti signifies "mountainous" in the aboriginal tongue and describes the general character of the island, although between the forest-clad mountains there stretch extensive plains. Well-watered, highly fertile, healthy, and with a tropical climate tempered by sea breezes and mountain heights, the island is considerably less known than it deserves.

Columbus named the island Hispaniola (Little Spain) upon his landing in 1492, and its capital city was long the chief base of Spanish power in the New World.

The Dominican Republic, occupying the eastern portion of the island (19,322 square miles), was formed in 1844, and its present population verges on 900,000. Of its agricultural products, sugar and cocoa are the chief, together with coffee and tobacco. Fine woods, honey, logwood, turtle shell and hides are typical articles of export. The road system is being extended to afford about 450 miles of first-class motor ways for the conveyance of produce and passengers.

Santo Domingo, capital of the Dominican Republic, with a population of some 32,000, is also the chief port. It has a weekly passenger steamer service with New York, and communication with Cuba, Jamaica, and Porto Rico, and an air service to Porto Rico, Cuba and Miami (U.S.A.). The historic interest of the public buildings is great, and the cathedral (1514-40) contains an ornate tomb reputed to cover the remains of Christopher Columbus.

A statue of the great explorer stands in front of the cathedral. An old Spanish fort, the drive along the Malecon, and the Plaza de la Independencia are of note.

Santiago, San Pedro de Macoris, and Puerto Plata are the three most considerable Dominican provincial towns.

Hotels :—

	Address.	Per Day.
Colon	Calle 27 de Febrero	$4.00 to $7.00
Frances	Calle Mercedes	$3.00 to $4.00
Fausto	Parque Colón	$4.00 to $8.00
Palace	Calle San Francisco	$4.00 to $7.00

The Republic of Haiti, forming the western one-third of the island, with an area of 10,200 square miles and a population estimated at 2½ millions, has French as its official language, although a Creole patois forms the common speech. A virtual protectorate over the island was formed by the United States Government in 1916. There are prospects of a large increase in Haitian agriculture. Coffee and cotton grow semi-wild, sugar is grown and refined, logwood is extracted, cocoa and lignum vitæ are exported, and tobacco growing has been attended with success. About 400 miles of road are good for motor traffic, on some of which motor-buses run regularly.

Port au Prince, the capital and chief port of Haiti, population 120,000, possesses an excellent natural harbour with 30 ft. of water alongside. The paving and drainage have been modernized, and the city has been otherwise improved in recent years.

Passenger steamships depart three times a month for New York and Panamá, and there are regular departures for European ports. There is an air service to Porto Rico, Cuba and Miami (U.S.A.).

HOTELS :—American, Montague.

Cap Haitien, 170 miles from the capital, is the second city, and **Aux Cayes,** on the south coast, is a port of rising importance.

CURAÇAO.

Ocean-going vessels employ the Willemstad harbour for bunkering fuel-oil and coal, and for the transhipment of passengers and cargo to and from Maracaibo. The largest island of the Dutch West Indian group, Curaçao (Curacoa) lies 40 miles off the Venezuelan coast. It has a length of 40 miles, an area of 210 square miles, and a population of 35,000. Coral reefs surround the island, which is found more interesting ashore than might be judged from seaward. The contour is hilly, and the rainfall is deficient. Phosphatic rock is mined, and oranges of an aromatic character are grown for the preparation of the famous Curaçao liqueur. A patois is used by the lower class. Guilders (= 1s. 8d.) are the local currency.

Willemstad, the capital (16,000 population), recalls Holland in its architecture. The business of the port has much increased in consequence of the development of the Venezuelan oilfields. Regular steamer services are maintained with Europe, the mainland, and North America. There is a cable office and wireless station. Pilotage and wharfage dues are the only port charges.

Points of Interest : Caracas Bay, where oil fuel is supplied; the Hato Grotto; Vista Alegre bathing beach at Jan Thiel and Gouverneur Barge's Bad at Rif-Fort; the Ostrich Farm; the Straw-hat School; the Huisvlijt Curiosity Shop. Motor-cars can be hired at reasonable charges.

Hotels :—

	Address.	Per day.
Americano	Otrabanda	$3–5
Washington	Willemstad	$3–5
		Lunch $1.50

BARBADOS.

The most easterly island of the West Indian group, Barbados is visited frequently by Lamport and Holt steamers between New York, Brazil, and Buenos Aires, and is served by fortnightly steamers from Europe. Its area of 166 miles makes it a little larger than the Isle of Wight, and its population is 157,000. The island is regarded as the healthiest of its group, with an equable temperature of 76–82° F., and an equal freedom from chills and heat waves. Sugar is the main crop, and Sea Island cotton is cultivated.

Bridgetown, the capital, stands upon an open roadstead, and steamer passengers go ashore by launch or boat (charge by shore boats 1s. per head, luggage 6d. per package). The main thoroughfare contains buildings of some architectural pretensions; it extends from Beckwith Place to Trafalgar Square, where are found a statue to Lord Nelson, the chief public buildings, and the cathedral. Queen's Park, a short distance away, Government House, and the house occupied by George Washington, deserve a visit. The market in Cheapside is most interesting on Saturday nights.

Buses at quarter-hour intervals afford the principal means of conveyance from Trafalgar Square to the various out-districts.

The surroundings are more pleasing than the city, and motor-cars can be taken for Hackleton's Cliff (997 ft.), where a view can be obtained of the northern hills; or to St. John's Church (824 ft.), commanding a view of the Windward coast and other points. Codrington College (affiliated to the University of Durham), and destroyed by fire April 18, 1926, has long been a place of interest.

Visitors desiring to see the manufacture of sugar should visit the larger factories, such as Searles, Foursquare, Bulkeley, Kingsland or Carrington. The noted Barbadian rum is made at Mount Gay, parish of Saint Lucy. Cotton is grown on nearly all the large estates, and is ginned and baled for export at the factory, about half a mile from the baggage warehouse.

Cable Offices :—Pacific, Western Union, W.I. and Panamá; all in Broad Street.

Curio Shops : W. N. Julien, High Street; S. C. Belgrave, High Street.

Aquatic Club : Visitors are admitted at a nominal subscription to the Barbados Aquatic Club, situated on the Harbour, and may participate in tennis, swimming, yachting, dancing, and games.

Hotels :—

	Address.	Per day.
Marine	Hastings	Winter : Nov. 1—April 30 $3.50 and up. Summer : $2.50 and up.
Windsor	Hastings	$3–5
Balmoral	Hastings	$3–4
Hastings	Hastings	$2.50
Crane	St. Philip	$3–4
Beachmount	Bathsheba	$3–4.80
Atlantis	Bathsheba	$3–4.80

PORTO RICO.

The island, more properly called Puerto Rico, became a possession of the United States after the war with Spain in 1898. It is one of the Greater Antilles group. Dutch, German, Spanish, and French steamers maintain services from Europe, and there is good direct communication with New York, besides freight services to ports in the Gulf of Mexico. An air mail and passenger service with Miami, Florida, leaves San Juan Mondays, Wednesdays and Fridays, and arrives on Tuesdays, Thursdays and Saturdays. The planes touch at Santo Domingo, Port au Prince, Santiago de Cuba and Havana. An air port is being developed on Isla Grande, in the centre of the harbour and business area. San Juan is 1,400 miles from New York, and 980 miles from Key West. The total area of the island is 3,435 square miles, and the population (1,297,770 in 1920) is composed, as to two-thirds, of the white races. The island is rectangular, some 100 miles long by 30 miles wide. Tropical fruits, sugar, coffee, tobacco, and honey are the principal natural products. Lace and embroidery are worked by hand upon a considerable scale.

With the exception of the coastal plains the interior is mountainous. Over a dozen peaks exceed 3,500 ft., and the most prominent, "El Yunque," is 3,700 ft. above sea-level. Streams are abundant and the mountain slopes and plains are beautiful and fertile. The climate is temperate for the tropics, and the best time for a visit is during the winter months, the cool season lasting from about November 15 to April 15.

San Juan, the capital and most important commercial centre, has some 72,000 inhabitants. The approach by sea affords a good view of the high battlements of El Morro and San Cristobal castles, with fortifications which were formerly the most formidable of Spanish strongholds in the New World. The sea wall is of interest, and at some points rises 300 ft. above sea-level. La Fortaleza, the Governor's palace, is a fine building dating from 1529; Casa Blanca, the military headquarters, is a picturesque pile built in 1525 by Ponce de Leon's son-in-law. Ponce de Leon, the first Governor of Porto Rico, is buried in the cathedral. The large marble capitol is nearing completion, and there are interesting public buildings and churches.

The residential suburb, Santurce, at a short distance from the city, is connected with it by a good bus and electric tram service, and also with the adjoining town of Rio Piedras, the seat of the University of Porto Rico.

Any of the seventy-seven municipalities of the island can be reached from San Juan by motor, over fine scenic roads, some of which cross the island at 2,300 to 2,800 ft. The motor roadways of the island exceed 1,000 miles, of which about 400 are asphalted.

HOTELS :—Condado-Vanderbilt, Palace, Central.

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y el

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Ponce, the second port and city, is on the southern coast, about 80 miles by motor road from San Juan. The railway, traversing four-fifths of the coast, passes through Ponce. Diamond cutting and polishing are carried on.

HOTELS :—Meliá, Inglaterra, Belgica.

In addition to the points of historical interest deserving the attention of tourists are the large sugar factories, irrigation works, tobacco plantations, and the mineral springs at Coamo, where an old-fashioned, comfortable hotel is found. The motor drives lead through surroundings of great beauty.

TRINIDAD.

The island lies upon the route between New York, Brazil, and the River Plate, and is visited by the northbound vessels of the Lamport and Holt Line. Some 10 degrees north of the Equator, it is separated from Venezuela by the Gulf of Paria and the narrow channels of the Bocas. Trinidad doubtless formed in distant times a part of the South American Continent. The island is approximately of the same area as Lancashire—1,974 square miles. It was discovered in 1498 by Columbus, it has been colonized continuously since 1577, and been under British rule since 1797.

The island is hilly, and its soil is remarkably rich; sugar and sugar products, together with cocoa, are the principal objects of agriculture. Coconuts, coffee, bananas, oranges, tobacco, and rubber are also grown.

Natural asphalt is worked from a large pitch lake at La Brea, 60 miles by road from Port of Spain, and there are important oil wells and refineries. Large quantities of oil are produced, and 222,658,646 gals. were exported in 1928. The population was 387,470 in 1925; one-third Indian, the rest largely African.

Port of Spain, with its sheltered harbour, is the capital, and passengers go ashore by launch from ocean ships. The streets are well planned and made; the railway station and tramway terminus adjoin the quay. Woodford Square, with the Government Building, or Red House, and the Anglican Cathedral, are near at hand. The Queen's Park Savannah, of about 130 acres, is a pleasure ground in the residential quarter easily accessible by tram-car. The famous Botanic Gardens, together with Government House, are situated on the Savannah, farther to the north. From an eminence of 300 ft. behind the gardens a striking view is obtainable of the harbour.

Excursions: Are organized ashore when the number of passengers warrant. The favourite is the drive over the "Saddle."

Hotels:—

	Address.	Per day (inclusive).
Queen's Park	Savannah ..	.. From $4-8
Hotel de Paris ..	Abercromby Street ..	$3
Ice House Hotel ..	Marine Square ..	.. $3-6

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ARGENTINA

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

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ARGENTINA.

Buenos Aires, distant 6,121 nautical miles from Southampton and 123 miles' steaming for ocean steamers from Montevideo, stands at the head of a great ocean route and is served by vessels of all nationalities, trading to and from all countries. The capital of Argentina, and the largest city in the southern hemisphere, it ranks sixth in magnitude among the cities of the world with a population currently estimated at two millions.

The name Buenos Aires conveys a well-founded allusion to the salubrity of the situation. The city has been virtually rebuilt since the opening of the century, and its hundred parks and plazas, its streets laid out upon the rectangular plan, are of a renowned magnificence. The city has risen in consonance with the development of Argentina. Its site was selected in 1536, and its modern phase may be dated from the opening of the first passenger mole in 1855, and of the first railway in 1857. Since 1880 the population of the city has increased from 300,000 to 2,000,000.

The city is in an eminent degree the heart of the republic. The railways to the interior converge upon Buenos Aires, and its situation upon the estuary gives it a natural dominance of the traffic on the Rivers Paraná and Uruguay.

LANDING :—Alongside Custom House wharf in Darsena Norte (North Basin).

PUBLIC BUILDINGS.

GOVERNMENT HOUSE, on the east of the Plaza Mayo and called because of its pink colour "La Casa Rosada," is the official residence of the President and headquarters of several Government departments. It is notable for its statuary, the rich furnishings of its halls and for its libraries.

The CATHEDRAL on the north of the Plaza de Mayo is flanked by the residence of the Archbishop. On this site was built the first church in Buenos Aires, a building which was under repair in 1618. After reconstruction in 1677 the edifice collapsed in 1753 and the rebuilding was not completed until 1804. One of the two towers and domes was subsequently removed, so that the architectural proportions have suffered. A frieze upon the Greek façade represents Joseph and his brethren. The tomb of General San Martin is imposing. There are large and elegant marble carvings and in the central nave mural paintings of interest.

The CABILDO on the west side of the same Plaza, formerly a seat of government used by the councillors of the Viceroy, was erected in 1711. It now serves as government offices.

The OLD CONGRESS HALL on the south of the Square, built 1863, is the repository of the official archives.

The CONGRESS HALL (Palacio del Congreso) facing Government House, of great size and in Greco-Roman architecture, is the seat of the legislature. It contains the Senate and the Chamber of Deputies, and limited accommodation for the public is available for the sittings of either. The normal Parliamentary session, May 1 to September 30, is often prolonged.

The main entrance to the LAW COURTS faces Calle Talcahuano. There are four large central buildings, some 130 ft. in height, built in Neo-Greek style.

The MINT (Casa de Moneda) in Calle Defensa was opened in 1881.

The CAJA DE CONVERSION in Calle San Martin is the seat of the gold reserve and of the Board which controls and issues the paper currency.

The BOLSA DE COMERCIO, a handsome building in Calle 25 de Mayo, is the meeting place of Buenos Aires brokers. It is at once a stock exchange, a grain market, a foreign exchange, and a general produce market. There are 5,000 members. A new Stock Exchange was opened in 1929.

The NATIONAL GALLERY (Museo de Bellas Artes) in the Plaza San Martin, formed part of the Paris Exhibition, 1889, and was re-erected on the present site. In addition to modern European works there are oils attributed rightly or wrongly to Old Masters; paintings representing the Conquest of Mexico executed three or four hundred years ago, and wooden carvings from the Argentine Chaco.

The HISTORICAL MUSEUM in Parque Lezama is open to the public from noon to 4 p.m. on Thursdays and Sundays. It has six saloons and a gallery. Trophies and mementoes of historical events are displayed in large numbers.

The MITRE MUSEUM and Library in Calle San Martin preserves intact the household of the General Bartolomé Mitre. The manuscripts, documents, and printed works are of great value and constitute a unique record of Argentine development. The museum is open from noon to 4 p.m. on Thursdays; the library from noon to 5 p.m. Mondays to Fridays, and 8 a.m. to noon on Saturdays.

The MUNICIPAL MUSEUM, Calle Corrientes, contains coins, utensils hammered from precious metals, old watches, fans, hair combs, furniture and pictures.

The NATIONAL LIBRARY in Calle Mexico, founded 1810, has occupied its present site since 1902. Some 200,000 volumes and 10,000 manuscripts are catalogued. From mid-April to mid-October the library is open 11.30 a.m. to 4 p.m. and 8 p.m. to 10 p.m.; during the rest of the year from noon to 5 p.m.

The NATURAL HISTORY MUSEUM, in Calle Perú and Alsina, opens daily from 1 p.m. to 4 p.m. It houses palæontological, zoological, and mineralogical sections. The library of the institution and its entomological, botanical, archæological, and marine specimens are lodged in Calles Lima and Moreno.

The AGRICULTURAL MUSEUM, Calle Santa Fé 4299, can be visited by prearrangement at other times, but is regularly open from 12 to 4.30 p.m. Thursdays and Sundays. The exhibits include timber and products not strictly of an agricultural nature.

The NAVAL MUSEUM, at the corner of Florida and Córdoba, is open 2 to 5 p.m. Thursdays and Sundays. It contains models, old and new, portraits and paintings of historical interest.

Parks and Spaces :—

The PARQUE LEZAMA, Calles Defensa and Brasil, one of the most beautiful in the city, has old trees, shady paths, rose gardens, terraces, and a bandstand.

The MUNICIPAL BOTANICAL GARDENS give upon the Plaza Italia and contain characteristic specimens representative of the vegetation of the world. The trees proper to the several provinces of Argentina are brought together in one section.

The PALERMO PARKS with their magnificent avenues form the principal promenade. The Zoological Gardens facing one portion rank in beauty with the finest in the world and contain a large collection of animals and birds.

The OPEN-AIR BATHS (Balneario Municipal) on the river front from Calles Belgrano-Brasil have, in addition to other appointments, an open-air theatre, gardens and public music. The drive along the Balneario river front runs the whole length of the dock.

The SHOW GROUNDS of the Argentine Rural Society, adjoining Palermo Park, are the scene of the great May and September exhibitions of livestock, agricultural produce and implements. The show ground is regarded as the finest in the world.

The Annual Livestock Exhibition, held in August in Palermo Park, is the principal agricultural show of the year, and the occasion upon which the finest Argentine specimens of cattle, horses, sheep, and pigs can most conveniently be inspected.

The RACECOURSE or Hipódromo Argentino, in Palermo Park, seats some 30,000 persons. There are Sunday races throughout the year, and upon all holidays other than May 25 and July 9. Betting is by totalisator only. A percentage of all winnings is taken by the Jockey Club and in the surplus beyond expenses the Government and the municipality take equal shares.

The AUTODROME :—At San Martin, half an hour's train journey from Retiro Station, a motor-racing arena has been opened. The track of 3 kilometres is 10 metres wide (22 metres at the bends) and the banking reaches 8 metres high at the extremes. The stands accommodate 25,000 persons.

The PLAZAS of principal interest include the Plaza de Mayo, containing so many public buildings: the Plaza San Martin, with a monument to its titular hero in the centre; the Plaza Británica, with the clock tower presented by British and Anglo-Argentine residents; the Plaza Lavalle; the Plaza del Congreso, the largest in the city; the Plaza Rodriguez Peña, with its statue to the Chilean General O'Higgins; the Plaza Station, with its Garibaldi statue; the Plaza Once, outside the Western Railway terminus; the Plaza Constitución, with the Southern Railway Station. There are also the Plazas Independencia, Libertad, Francia, Moreno, Las Heras, Alvear, and Colón.

Churches :—The San Ignacio de Loyola, Calles Alsina and Bolivar, founded earlier, has occupied its present site since 1722. It has two lofty towers. The San Francisco, Calles Alsina and Defensa, controlled by the Franciscan Order, was begun in 1731. Two paintings in the sacristy are ascribed to Michelangelo. La Merced, Calles Cangallo and Reconquista was founded 1604 and rebuilt 1732. The Santo Domingo, Calles Defensa and Belgrano, founded 1756, shows marks made by English bullets in 1806. There are preserved within four flags taken from Whitelocke's forces in 1807. The Holy Cross, Calle Estados Unidos, established by the Passionists, a modern Gothic building in granite, is a monument to Irish piety.

St. John's Pro-Cathedral is Anglican, built one-half at the expense of the British Government and opened in 1831. St. Paul's, St. Peter's, and St. Saviour's are Anglican places of worship in the suburbs.

St. Andrew's, Calle Belgrano, is one of the eight Scottish Presbyterian churches.

The American church, Calle Corrientes, is Methodist Episcopal, and the first of its kind to be established upon South American soil. The present edifice was built 1863.

Theatres :—The Colón, Plaza Lavalle, the principal theatre, holds 3,750, making it one of the largest in the world. There are some thirty other theatres in the city.

Buenos Aires and suburbs have 137 picture houses and in them are shown films chiefly of United States and European origin.

Clubs :—Jockey, Florida 577; English, 25 de Mayo 586; Strangers', Bartolomé Mitre 476; American, Florida 570; British ex-Service, 25 de Mayo 577; Asturiano.

Games Clubs :—Tennis and football clubs are numerous, for these games are played by all nationalities. Cricket is played by the British community.

The leading GOLF CLUBS are the Argentine, Hurlingham, Ituzaingo, Lomas, San Andrés, San Isidro, Saenz Peña, Swifts, and Olivos.

The HURLINGHAM CLUB is the most up to date and it compares favourably with any athletic club in the world. Provision is made for almost every kind of sport in its grounds. Polo is played there from May to September inclusive.

The British Society :—The British Society in the Argentine Republic (Mr. Norman Macqueen, Secretary) has its headquarters at Avenida L. N. Alem 417, Buenos Aires, and branches at Bahia Blanca, Concordia, Córdoba, Paraná, Santa Fé, Mendoza, and Comodoro Rivadavia. It has a membership of some 3,000, constituted of persons of British nationality or descent, and is the chief institution of its own kind. An employment bureau is maintained, and a labour bureau for those who have fallen into distress. A lounge, writing-room, and library are open to members, and the subscription to the Society is the small one of $12 m.n. per annum. Legal advice and assistance with passports and official registration fall within the routine of a body which undertakes the general supervision of the interests of the British community. The education of the children of British parents is one of the matters of importance in which the Society is especially interested.

Freemasonry :—Information respecting the Masonic lodges in Argentina and neighbouring countries is obtainable from the District Grand Secretary of the Southern Division of South America, Avenida de Mayo 645. Lodges are numerous and "Excelsior" Lodge No. 617, Buenos Aires, the Mother Lodge of the District, ranks as the oldest English lodge in South America.

The Markets :—The cattle auctions are among the sights of the city and are to be seen at Bullrich & Company, Avenida Leandro Alem. 1950; Tattersall's, Calle Sarmiento 357; Mataderos, Municipal slaughtering and market place; Mercado Tablada; sheep. Mercado Liniers.

The wholesale fish market is the Mercado Bullrich, Avenida Leandro Alem.

The largest vegetable market is the Mercado de Abasto, Calle Corrientes 3247.

BUENOS AIRES STREETS.

The business quarter of Buenos Aires is laid out upon a perfectly rectangular plan. The buildings are arranged in square blocks of a uniform 130 metres (or 430 ft.). One set of streets extends in parallels westward from the river front, and another set intersects them at right angles in parallels north and south. The key to the street plan is Calle Rivadavia, running right of the noble Avenida Mayo. All crossing streets change name at this point of junction, and the house-numbering of the crossing streets also starts at this point. The house-numbering of the streets running east and west begins at the river front and, consequently, No. 120 Rivadavia is upon the same parallel of latitude as No. 120 in any of the streets parallel with it. Plates showing the street names are exhibited plainly at every corner, making it easy to find one's way.

In the accompanying diagram the starting-point is the river front. The successive names shown from top to bottom exhibit the streets right and left of Calle Rivadavia. The names across the page show the streets (or calles) parallel with Rivadavia in the order in which they are encountered.

THE BUSINESS QUARTER.

West

	Pasco		J. E. Uriburu	
	Rincón		Junín	
	Sarandí		Ayacucho	
	Pozos		Rio Bamba	
	Entre Rios		Callao	
	Solis		Rodríguez Peña	
	Cévallos	Avenida de Mayo	Montevideo	
	Saenz Peña		Paraná	
	San José		Uruguay	
	Santiago del Estero		Talcahuano	
South	Salta		Libertad	**North**
	Lima		Cerrito	
	Bernardo de Irigoyen		Carlos Pellegrini	
	Tacuarí		Sutpacha	
	Piedras		Esmeralda	
	Chacabuco		Maipú	
	Perú		Florida	
	Bolívar		San Martín	
	Defensa		Reconquista	
	Balcarce		25 de Mayo	
	Paseo Colón		Av. L. N. Alem	

| | | | |

Restaurants :—Constitucion Station, F.C.S.; Harrods, Calle Florida; Retiro Station, F.C.A.; Restaurant Villa, 1431 Calle Corrientes; Conte, Cangallo 958; Plaza Hotel Grill, Casa del Greco, Libertad 743.

Local Steamships :—The following services, among others, are undertaken by the Argentine Navigation Company (Nicolas Mihanovich), Ltd. :—

To Montevideo nightly. Paraguay River to Rosario and Santa Fé, Wednesday; Corrientes, Thursday; Asunción, Thursday and Sunday, transhipping at Corrientes for Iguazú Falls and Asunción for Corumbá. Uruguay River to Concordia and Salto, Sunday, Monday, Wednesday, Friday; to Colonia, Saturday; to Gualeguaychu, Tuesday and Saturday; to Carmelo, Monday and Thursday.

Magallanes (Punta Arenas) and the intermediate Patagonian ports are served by monthly steamers of the Delfino and La Patagonia lines.

Air Service :—The passenger service to Montevideo has been started again. Mails are carried by Latecoere aeroplanes every Tuesday to Montevideo, Porto Alegre, Florianopolis, Santos, Rio de Janeiro, Victoria, Caravelhas, Bahia, Maceio and Natal (Brazil); no passengers.

Taxi Fares :—Official rates 50 cents 1,200 metres, and 10 cents per 300 metres thereafter by day; the same sums for 800 and 200 metres respectively by night. Otherwise than by distance the charge is $1 per hour.

Hotels.

Name of Hotel.	Cables.	Beds.	Tariff per Person per day.	Remarks.
Plaza, Florida and Charcas.	"Plazaotel"	350	$25–50 with pension	
Savoy, Callao and Cangallo.	"Savoy"	250	$18–35 with ,,	High Class.
			$12–15 without ,,	
Palace, 25 de Mayo 215.	"Palaceotel"	150	$18–25 with ,,	
			$10–20 without ,,	
Majestic, Avda. de Mayo 1317.	"Majestic"	200	$15–25 with ,,	French.
			$10–18 without ,,	
Phoenix, San Martin 780.	"Oyloyd"	150	$12–25 with ,,	English family.
			$7–13 without ,,	
Paris, Avda. de Mayo and Salta	—	160	$15–25 with ,,	
Cecil, Avda. de Mayo 1201.	—	180	$15–20 with ,,	
Grand, Florida 25.	"Granhotel"	150	$15–25 with ,,	
			$10–13 without ,,	
Avenida Palace, Victoria 442.	"Avenipal"	150	$12–22 with ,,	
			$10–20 without ,,	
Caviezel, Avda. de Mayo 815.	—	65	$5–15 without ,,	Portuguese and Brazilian.
Caviezel's New Avda. de Mayo 915	—	80	$10–15 without ,,	
Apolo, San Martin 365.	—	80	$10–15 with ,,	
Gran Hotel España, Avda. de Mayo 916.	—	360	$4–10 without ,,	Spanish.
Gran Hotel Frascati, Avda. de Mayo 1086.	—	100	$10–15 with ,,	Italian.
Londres, Victoria 386	—	200	$10–15 with ,,	
Anglo-Italiano, Tucumán 950	—	130	$5–10 with ,,	
Deux Mondes, San Martin 391	—	120	$7–12 with ,,	

[Prices in Argentine currency, i.e. moneda nacional. $=approx. 21 pence.]

For a variety of announcements concerning Buenos Aires and Argentina, see the later section of this book headed "Local Classified Advertisements."]

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Railways :—TERMINALS :—

Retiro : Three Stations :—Central Argentine; Pacific; Central Córdoba Railways.

Chacarita : N. E. Argentine, Entre Rios & Central Buenos Aires Railways.

Once : B. A. Western Railway.

Plaza Constitución : Southern Railway.

Puente Alsina : Midland, Western & Southern Railways.

Vélez Sarsfield : F. F. C. C. de la Province de B. A.

Addresses :—
BRITISH EMBASSY, Reconquista 314.
U.S. EMBASSY, Arroyo 1012.
BRITISH CONSULATE GENERAL (Passports, etc.), Sarmiento 443.
U.S. CONSULATE GENERAL, Roque Saenz Peña 567.
Y.M.C.A. (Central), Paseo Colón 161.
THE OVERSEAS LEAGUE, Lavalle 349.
ROYAL SOCIETY OF ST. GEORGE, 333 San Martin.
ARGENTINE ASSOCIATION OF ENGLISH CULTURE, Charcas 566.
THE BRITISH CHAMBER OF COMMERCE, Calle Reconquista 46.
MITCHELL'S BOOK SHOP, 576 Cangallo.

SUBURBS OF BUENOS AIRES.

Avellaneda (formerly Barracas al Sud), a separate municipality of 293,182 inhabitants, is an industrial area largely concerned with the handling of hides, wool, and animal produce. Distant 3 miles from Constitución Station, it is served by tram and bus from the city.

Belgrano, about 10 minutes by train and 25 by tram, is a suburb of modern houses, and a favourite resort of British residents. There are cricket and tennis clubs, an English high school, and church. The Calle Cabildo is famous.

Hurlingham, on the Pacific Railway, about half an hour's journey of 17 miles. Has a fine club; the principal sports are polo, cricket, golf, and tennis. Almost all the residents are British.

Las Flores, about 10 minutes by train from Plaza Once, the terminus of the Western Railway, and 25 from Plaza Victoria by tram. The town, of 8,000 inhabitants, owes its name to the flowers of the neighbouring valley.

Lomas, distant 9 miles upon the Great Southern Railway, is accessible also by the Temperley tram and adjoins Banfield. Club and golf links, English school for boys and girls, and church.

Olivos, seventeen minutes' ride on the Central Argentine Railway, on the River Plate coast, is a favourite residential district offering bathing, fishing, and athletic sports. It has quays for small trading vessels.

Quilmes, population 77,887, on the Great Southern Railway, has many British residents, and an English college and church. It has an excellent bathing station, and is one of the most pleasant of summer resorts. The new Ranelagh golf course is near at hand.

EXCURSIONES FLUVIALES INCOMPARABLES

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Salida de Buenos Aires, Jueves y Domingos, 10 horas.

Pasaje ida y vuelta con pension completa Iguazú Hotel, 3 a 4 dias, autobuses y guia para excursión **$ 355.-**

Informes y Pasajes

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(N. Mihanovich) Lda.
CANGALLO 300, BUENOS AIRES

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Lloyd Real Holandes.
"Cosulich" Societá Triestina di Navigazione.
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Cía. Transatlántica de Barcelona.
Dodero Hermanos Ltda.

A. Boyer. **Cía. Argentina de Navegación (N. Mihanovich) Ltda.**
Cómpañia Uruguaya de Navegación, etc. etc.

San Isidro, on the Central Argentine Railway and the south side of Rio de la Plata, is a resort for golf, swimming, and athletics, and one of the most picturesque places on the coast.

Temperley, a junction on the Great Southern Railway, about 11 miles from Plaza Constitución, is also served by tramway. It adjoins Lomas, possesses fine country houses, and has many British residents.

Tigre, on the Central Argentine Railway, stands upon an island about 18 miles from Buenos Aires. A beauty spot and the site of yachting, rowing, and other clubs, it is one of the most delightful and accessible of resorts. Regattas are held in November and March upon the River Lujan.

HOTEL :—Tigre, 200 beds. $20–35 per day.

THE CHIEF CITIES.

Bahia Blanca, with a population of 155,800, has shown itself in the last 20 years to be one of the most progressive of Argentine towns. It is on the left bank of the Naposta River and as a port serves a large area for the shipment of grain and wool. The port works are admirable and include a large dry dock, the Puerto Militar, distant 25 kilometres. The municipal authorities have been at pains to adorn the town. The port is served by the Southern Railway (397 miles from Buenos Aires), by the Pacific Railway and also by the Rosario-Puerto Belgrano Railway.

The well-equipped commercial port named Ingeniero White is some 4 miles from the city.

Hotel :—Gran Hotel Atlántico.

Excursions :—To Sierra de la Ventana, 2½ hours' rail.

Concordia, upon the right bank of the Uruguay River facing Salto, is one of the chief towns in the province of Entre Rios. Several lines of railway converge at this point and there is good river transport. The town has 35,000 population and is the centre of a considerable business with Brazil, Paraguay, and Uruguay. The place is one of the best angling centres in Argentina. Good sport is to be had with rod and spoon at Salto Grande and Salto Chico, where dorado and salmon are plentiful. Concordia is reached from the Chacarita station, Buenos Aires (338 miles), by Entre Rios and Argentine N.E. Railway.

HOTELS : —Continental, Imperial, Colón, Argentino, Londres, Victoria.

Córdoba, a provincial capital of 180,000 inhabitants, stands at an altitude of 1,440 feet, some 432 miles from Buenos Aires. The district is renowned for its beauty and the city for its buildings, for in point of age Córdoba comes next to Lima. The university was founded in 1613. There are many residences of the colonial period. The National Observatory is here and makes Córdoba the Argentine Greenwich. There is no more interesting centre

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for the tourist and holiday maker. Picturesque in itself, the town is near to sierras, lakes and waterfalls of exceptional beauty, and it is eminently accessible. The train journey from Buenos Aires occupies about 14 hours by Central Argentine Railway. For a list of resorts in the Sierras of Córdoba see also p. 104.

Hotels :—Bristol ($15-30), Plaza (140 beds, $15–25), Gran Victoria.

Air Route.—A subsidized aeroplane service carries passengers and mails to Villa Dolores (75 miles south-west) in 50 minutes; by train the distance is 375 miles. Extension of the route to Rio Cuarto is contemplated.

Excursions.—To Alta Córdoba by electric car and then to Chalet Crisol and Parque Sarmiento, a park on the outskirts of the city where is a Zoological Garden. Rail or motor-car to the following places in the Sierras de Córdoba, famous as health and pleasure resorts, within a few hours' journey of the city. To Alta Gracia (one hour) (Sierras Hotel, from $11 a day). To La Falda (Eden Hotel, from $10 a day). To La Cumbre (Hotel Lumsdaine, from $10 a day). To Capilla del Monte (Hotel Britanico, from $10 a day). To Ascochinga, in the heart of the sierras, for shooting, fishing, etc., with good hotel accommodation. Particulars of Córdoba hill resorts can be obtained from the Publicity Department of the Central Argentine Railway, Bme. Mitre 200, Buenos Aires.

Corrientes is the capital of the province of Corrientes, in the north-east of the Republic, 1½ days' train journey (some 750 miles) from Buenos Aires. It stands near the confluence of the Paraguay and Paraná Rivers and is the old San Juan de Vera of the Conquistadores. The town seems destined, by virtue of its communications, to a large growth in importance. In touch with the river traffic carried on by the Mihanovich Line with Buenos Aires and Montevideo, it is well served also by the North-Eastern Railway. The town has about 47,000 inhabitants. The public buildings include the Government House, Cathedral and Museum. The town has an Academy of Arts, a racecourse, and several athletic grounds.

Hotels :—Buenos Aires, España, Argentino, La Sirena, Mayo.

Gallegos (known also as Rio and Puerto Gallegos), capital of the province of Santa Cruz (Patagonia), stands at the mouth of the river of the same name, some 1,600 miles from Buenos Aires. There is weekly communication by steamer with Punta Arenas and there are occasional steamers to Buenos Aires. The spring tides reach the extraordinary height of 52 ft. above the ebb. Tallow manufacturing is the chief of the local industries and a large trade is done in wool and sheepskins. A frigorifico is operated by the firm of Swifts. The population is about 2,500.

Jujuy, capital of its province, stands in the mountains towards the Bolivian frontier at an altitude of 4,000 feet. It is a picturesque Colonial town of about 10,000 inhabitants with a warm but healthy climate, set amongst fascinating scenery. Minerals and timber are worked in the vicinity. The distance from Buenos Aires (938 miles) is covered in 36½ hours via Tucumán, over the Central Argentine and Central Northern Railways upon the direct line via La Quiaca into Bolivia.

The hot springs at Reyes, distant 5 miles, are curative.

Hotels :—Bristol, Paris.

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SAO PAULO: Rua S. Bento esq. Direita. VALPARAISO: Avenida Brasil esq. Pudeto.

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CAMBIO-GIROS-TÍTULOS-CAJA de AHORROS-DEPÓSITOS A PLAZO FIJO-COBRANZAS.

La Plata, the capital of the province of Buenos Aires, dates from 1882. It contains wide streets and imposing public buildings. Otherwise known by the names of "model city," the "enchanted city," and similar titles, because, like the fabled buildings of the fairy tales, it was built in a night, La Plata remains a monument of the days when the tide of capital reached its flood mark. The population is 259,728. The harbour is accessible to ships of the largest tonnage and has two miles of quays, chiefly used for the export of produce from the central provinces. Grain is exported together with the products of two frigorificos. Buenos Aires is some 30 miles distant on the Southern Railway system.

Points of Interest :—The La Plata Museum, famous for its collection of extinct animals, is open daily, except on public holidays. Its treasures are largely ethnological and include human skulls, mummies, and prehistoric implements used by man. There are zoological, botanical, geological, mineralogical, palæontological and archæological sections with cases interesting both to the curious and the scientific. Well laid-out Zoological Gardens; fine racecourse (under B.A. Jockey Club rules) and Observatory. The Museum, Zoological Gardens, and Observatory are all in the public park. The Town Hall and Cathedral are in the Plaza Morena. Ten minutes in the train takes one to the picturesque Islas de Rio Santiago and to the Yacht Club, Arsenal, and Naval Academy.

Hotels:—Sportsman, El Argentino, Comercio.

La Rioja, the capital of the province of La Rioja, is in the Andine region, a district rich in minerals. The city stands at an elevation of some 1,500 feet and is 39 hours by train from Buenos Aires over the Central Argentine, Central Córdoba, and Santa Fé–Catamarca lines. It is 208 miles from Tucumán. It has the attraction of antiquity and combines with quaint costume and colonial buildings a modernity in public facilities. The urban population is 8,000.

HOTELS :—Aguila, San Martín.

Mendoza, capital of the province, is 620 miles from Buenos Aires on the Transcontinental Railway to Valparaiso, or about 21 hours' ride. The city possesses a metropolitan character with plazas and promenades which command admiration. Itself some 2,700 feet above sea-level, it is situated in the foothills of the great Cordillera of the Andes, within sight of the snow-covered peaks. The "garden of the Andes" is the name that the residents give to their town. The products of the garden—wine, grapes, and fruit—have an increasing commercial importance. The population is some 70,000. Earthquakes occur at rare intervals and do material damage. The rainfall is slight, and temperature equable.

Points of Interest :—The Park with its watercourses, lake, and Zoological Gardens; Plazas Independencia and San Martin; the Municipal Theatre; the Jockey Club.

Hotels:—Plaza, Grand, Nacional, Central.

Paraná, a port on the right bank of the Paraná and the capital of Entre Rios province, is 364 miles from Buenos Aires upon the Central and Entre Rios Railways. It is served by the river steamers of the Mihanovich line. The urban population is 37,000. In the period 1853-1862 the city was the capital of the Republic. The Urquiza Park, the Governor's Palace and the Cathedral are the chief objects of interest to tourists.

HOTELS :—España, Cransac, San Martín.

THE SANTA FE RAILWAY.

THE PROVINCE OF BUENOS AIRES (C.G.) RAILWAY.

Posadas, capital of the highly interesting Misiones District, stands on the bank of the Paraná River and is connected by ferry with the Paraguayan town of Villa Encarnación. It is some 37 hours from Buenos Aires over the North-Eastern, Entre Rios and Central systems ; and 14 hours' train journey from Asunción. It is in touch with Corrientes (36 hours) by Mihanovich river steamer. The town is a point of departure for the Iguazú Falls, and for visits to the San Ignacio and other ruins. Yerba maté is produced largely in the vicinity. Works are in project with the purpose of making this the chief river port in the northern territories. The river distance from the capital is 855 miles. Population about 30,000.

HOTELS:—Palace, Internacional, Misiones, Iguazú, Paulista, Apolo.

Resistencia, capital of the Chaco Territory, on the bank of the Paraná, faces the town of Corrientes. Its port, Barranqueras, is some six miles distant and the railway ride from Santa Fé is 17 hours. The population is 12,000. River steamer communication is maintained upon the Paraná. Skins and feathers are brought by Indians to this point, and there are important timber and cattle trades.

HOTELS :—España, D'Europe, Italia.

Rosario, the chief city of the province of Santa Fé, is on the Paraná River and is accessible to steamers of 10,000 tons. It is the natural port of the great north-west of Argentina and in commercial importance ranks second to the federal capital. Its commerce increases and the wealth thus created manifests itself in great public buildings and in a growing interest in art and letters. Grain is the great export, together with the products of the frigorifico; flour milling, tanning, and sugar refining are carried on upon a considerable scale. The streets are wider than those of Buenos Aires, and there are fine boulevards and handsome open spaces. The river bank is high at this point. Changes in local temperature are sudden. The urban population exceeds 400,000. The distance from Buenos Aires is 188 miles by rail, or 227 by water.

Hotels :—Majestic, Palace, Italia.

Markets :—Mercado Central, Calle San Martin; also Mercados Norte, Sud, Este and Oeste. Best time, 6–8 a.m.

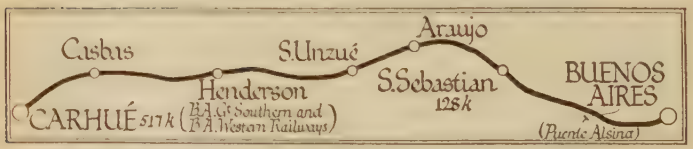
Points of Interest :—Parque Independencia (New Rose Garden), Boulevard Oroño, Parish Church (Roman Catholic) in Calle 25 de Mayo; S. Bartholomew's Church (English), Calle Paraguay; Racecourse, Law Courts, Alberdi (by boat), Saladillo (salt water springs). Golf Club (Station, Parada Links, F.C.C.A.).

Rail : —Rosario is 4½ hours from Buenos Aires on the Central Argentine Railway, and is served also by the Province of Santa Fé Railway (narrow gauge), and the Rosario and Puerto Belgrano Railway.

Salta, the capital of its province in the far north of Argentina, is some 36 hours by train from Buenos Aires, and 10 hours from Tucumán by the Central Argentine and Northern Argentine Railway. The environs are hilly and of a striking beauty. Enough of the colonial character remains to add to the charm of its buildings. Cattle are fattened in the vicinity for supply to Chile; tobacco is grown, and the city ranks as an important local market. Population 35,000.

HOTELS :—Plaza, Nacional, Colón, Salteño.

THE CENTRAL ARGENTINE RAILWAY.



THE MIDLAND OF BUENOS AIRES RAILWAY.

Santa Fé, capital of the province, on the Paraná, 360 miles from Buenos Aires, has an urban population of 117,000. Centre of an exceptionally fertile region, it has two large docks for ocean-going steamers, and enters into rivalry with Rosario. Its principal exports are cereals and quebracho. The Santa Fé Railway has its headquarters here. The Central Argentine line places Buenos Aires within 13 hours' journey. It is a university town, with a couple of theatres, a racecourse, rowing club, and facilities for tennis and other games. Various civic improvements have been made of late years.

HOTELS :—España, Italiano, Ritz.

San Juan, capital of the province of the same name, to the north of Mendoza, stands in the Tulum Valley. The city is 27 hours (about 700 miles) from Buenos Aires and under four hours (97 miles) from Mendoza upon the Pacific Railway. The urban population is 20,000. The surroundings are picturesque; wine-growing is the principal industry and minerals are known to abound in the locality. Much of the local trade is with Chile.

HOTELS :—La Castellana, Gran, Las Provincias.

San Luis, capital of the province of San Luis, has a population of 18,000. It stands at the foot of the Cordillera and at an elevation of about 2,400 feet, some 490 miles from Buenos Aires on the Pacific Railway, and 160 miles from Mendoza. The town is surrounded by Sierras, and its architectural character is colonial. Cattle rearing, grain growing and viticulture are the industries of the region and they are expanding.

HOTELS :—España, Pujol.

Santiago del Estero, capital of its province, and 630 miles from Buenos Aires upon the Central Argentine Railway, was founded in the colonial period. Recent civic improvements have modernized the public facilities. The town is frequented in July to September by visitors to the Rio Hondo springs. Population 21,000.

HOTELS :—El Globo, Royal, Victoria.

Tucumán, capital of the province, is the busiest and most populous town in the north of Argentina, with a population of about 100,000. Its natural beauties are great and the amenities of social life make a visit most agreeable. It is the chief centre of the sugar industry. It has a cathedral and Jesuit College, and here the first Congress of the Republic was held in 1816. On the Central Argentine Railway, it is 25 hours (714 miles) from Buenos Aires.

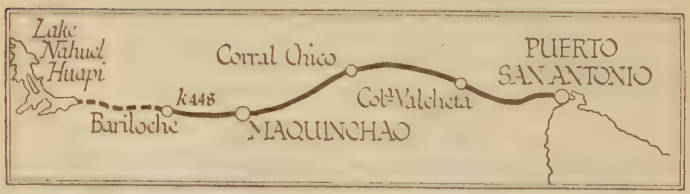
HOTELS :—Plaza, Savoy, Paris.

PLEASURE RESORTS.*

Alta Gracia, some 570 metres above sea-level in the pure and bracing air of the Sierras de Córdoba, is reached by the Central Argentine Railway from Buenos Aires in 15 hours. Sleeping accommodation is provided on the train. Good motor roads allow

* See also "Tours in Argentina," p. 104.

THE ENTRE RIOS RAILWAY.



THE PATAGONIAN STATE RAILWAY.

of excursions for long distances in the Sierras, apart from journeys which can better be undertaken on horseback. Interesting remains of the colonial period are to be seen. Population 7,000.

The Central Argentine Railway issue during the months of April, May, June, October, November, and December of each year, excursion tickets from Buenos Aires to Alta Gracia, including train journey with bed and meals, coach from the Alta Gracia station to Sierras Hotel, eight days' stay at this hotel, and return journey to Buenos Aires, at the fare of $190.00 m/n.

HOTEL :—Sierras (180 beds), $15–25, with pension; good 9-hole golf course, tennis, croquet, and shooting.

Bariloche (San Carlos de B.), on the southern shore of the beautiful Lake Nahuel Huapi, is the most advantageous starting-point for excursions through the series of mountain lakes and into the Gran Parque Nacional. Its wooden chalets are perched in Swiss fashion upon an old moraine above the lake. The streets are steep, and to the south are seen the heights of the Ventana and the Cerro Colorado (7,000 ft.). There are hotels, pensions, and other centres of social life. The population is about 3,000.

RAIL :—From Buenos Aires by Southern Railway and Patagonian State Railway via Puerto San Antonio to railhead, thence by motor-car; time, three days.

From Buenos Aires by Southern Railway to Neuquén or Zapala, and by motor-car from either point. The journey can be made by summer excursions in 48 hours.

HOTELS :—España, San Carlos, Central, Suizo.

Cacheuta is 24 miles from Mendoza and 683 miles from Buenos Aires, upon the Transandine Railway. It is 4,000 feet above sea-level, and is celebrated for its views and its hot mineral springs.

HOTEL :—Cacheuta Termas (200 beds, $20-40, with pension).

Capilla del Monte, in the Sierras of Córdoba, is distant 507 miles from the capital, and is reached in 18 hours over the Central Argentine Railway system and its connections. The altitude is some 3,000 feet, and higher hills surround the valley in which the town lies. The climate is agreeable at all seasons, and in addition to fine air, medicinal waters and wide views, there are rocks and waterfalls of interest.

HOTELS :—Gran Victoria ($10–12), Nuevo Paris ($10–14), Savoy ($9–12).

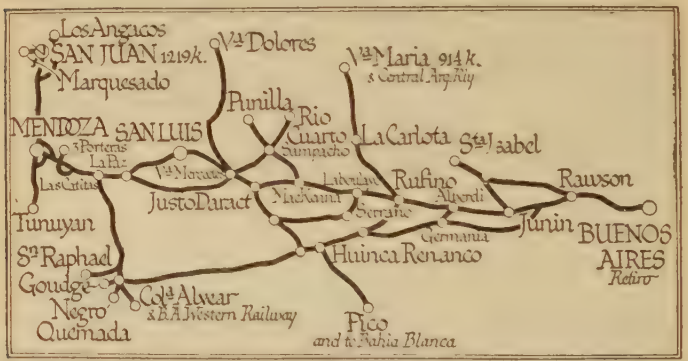
Carhué, in the south of Buenos Aires province and served by three railways, is 12 to 15 hours' train ride from the capital. It is the station for Lake Epecuén, whose waters are of medicinal value.

HOTELS :—Plaza, Gloria, España.

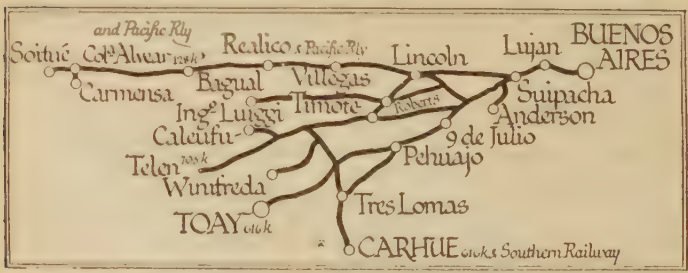
Guamini, upon the shore of Laguna del Monte, on the Southern Railway, a small and pleasant town of 3,000 inhabitants, and favoured as a summer hill resort, is 300 miles from Buenos Aires and 20 miles distant from Carhué.

Iguazú Falls. See p. 107.

THE TRANSANDINE RAILWAY.



THE BUENOS AIRES PACIFIC RAILWAY.



THE BUENOS AIRES WESTERN RAILWAY.

Lake Epecuén, near to Carhué, is a strongly mineralized sheet of water 60,000 acres in extent, frequented for summer bathing and for the cure of rheumatism and skin disorders. Carhué is reached in 12 hours from Buenos Aires by Southern Railway.

HOTELS :—Plage, Miramar, Royal, La Salud.

Lake Nahuel Huapi belongs to the same natural system as the Chilean Lakes (Todos Santos, Llanquihué and others) and is separated from them by no great distance. It is a noble sheet of some 800 square kilometres and of a depth exceeding 330 yards in places, placed some 2,500 feet above sea-level in full view of the snow-covered peaks of the Cordillera, and the forests clothing the lower slopes. The mount Tronador commands the scene, and the blue waters of the lake, the majesty of the mountains, and the isolation invest it with a singular charm. The arms of the lake have a fjord-like quality, the setting is Alpine and there is a thickly-wooded island (Victoria) which is frequented for sport, and especially for chase of the nutria. In addition to the indigenous fish, salmon and trout have been put down. A lake steamer and various motor launches are available.

Small steamers ply from Neuquén down the Rio Limay, and there are motor services between that point and Bariloche on the southern shore. The routes from Buenos Aires via Neuquén and Zapala, and via Viedma are given on page 105.

Lujan, situated on the Western Railway, 1½ hours from Buenos Aires, is a place of pilgrimage for devout Catholics, famous since 1630 for its Gothic Basilica erected in honour of the Virgin. The Cabildo served as a prison for the Generals Paz and Mitre. The River Lujan is picturesque at this point. Lake Lujan, not far distant, is a favourite point for picnic parties.

HOTELS :—Bonfanti, La Paz.

Mar del Plata, reached in six hours by Southern Railway express from the capital, is called with justification the Brighton of Argentina. It is a favourite seaside resort of all classes, with many small hotels and lodging houses in addition to the larger hotels named below. The attractions of "Spring Week," which is held in early November, include golf, motor racing, fishing competitions, a kermesse, and the casino. The season runs from the end of December to Easter, and during January to February leaders in most departments of Argentine life make Mar del Plata their temporary home.

HOTELS :—Bristol (400 beds, $20–40), Grand (100 beds, $15–30), Victoria (100 beds, $15–30), Royal (120 beds, $15–30), Amestoy (100 beds, $10–25), Savoy; with pension in all cases.

Miramar, south of Mar del Plata and eleven hours' ride from the capital upon the Southern Railway, is frequented in summer for bathing. It has many chalets, small hotels, bracing air and surroundings which invite the making of small excursions. Distant 12 miles, on the beach at Mar del Sud, is a large hotel, the Atlantic.

HOTELS :—Ocean, Mira Mar, San Remo, América.

THE CENTRAL NORTHERN ARGENTINE STATE RAILWAY.

THE CENTRAL OF BUENOS AIRES RAILWAY.

Necochea, with an urban population of about 23,000 inhabitants, is regarded as the second of the sea-bathing places along the coast. The beach is excellent, and the place is reached from Buenos Aires by a train ride of 12½ hours on the Southern Railway. Quequén is near at hand across the river. The surroundings are picturesque and interesting and visits are made to the Paseo del Puente, the Cascada, Los Manantiales and the Laguna de Los Padres.

HOTELS :—Necochea, La Perla, Gran Hotel España, Paris.

Puán, on the Saavedra branch of the Southern Railway, 31 miles beyond Carhué, standing at altitude of 850 feet, is a small summer resort with 2,500 population.

Puente del Inca, famous for the natural bridge of rock which crosses the Mendoza River, and for its hot springs, is an excellent centre for climbers and the pursuit of the guanaco. It is served by the Buenos Aires and Pacific Railway, and is a favourable stopping-place from which to visit the statue of the Redeemer crowning the pass upon the Chilean frontier. Season, November to April.

Quequén, about 2 miles across the river from Necochea and 307 miles from Buenos Aires, stands at the mouth of the Quequén Grande River. The place is likely, subject to dredging, to develop a certain importance as a commercial port. Its present interest arises from the excellence of its beach for the purposes of bathing, and the pleasant character of its scenery.

HOTEL :—Quequén.

Rio Hondo, a small town equidistant from Santiago del Estero and Tucumán, is about 660 miles from Buenos Aires. The nearest railway station is Gramilla. The interest of the place centres in its hot springs which are frequented by rheumatic patients. The waters have a temperature of 86° F., and contain a small percentage of minerals.

Rosario de la Frontera, in the Province of Salta, and 806 miles from Buenos Aires on the State Railway leading north to La Quiaca, possesses celebrated hot springs of medicinal value. A winter resort with an agreeable climate, 3,200 ft. above sea-level, it is frequented by visitors in the months June to September.

HOTEL :—Termas.

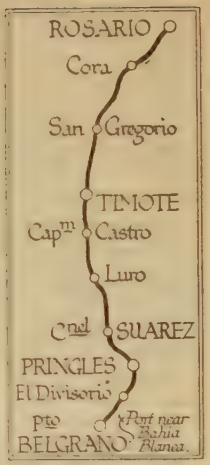
Villa Dolores, west of the Sierras in the Province of Córdoba and 570 miles from Buenos Aires, is a small town of 6,000 inhabitants. It is served by a branch of the Pacific Railway from Villa Mercedes and by aeroplane from Córdoba (75 miles).

HOTELS :—España, Internacional.

Yacanto, near the foot of Champaquí, the highest of the peaks of the Sierras de Córdoba, in a region of woods and waterfalls, is reached by motor from Villa Dolores Station (Pacific Railway). The waters are curative, the air is bracing, and there is a modern hotel.

HOTEL :—Yacanto.

THE ARGENTINE NORTH EASTERN RAILWAY.



THE ROSARIO—PUERTO BELGRANO RAILWAY.

THE BUENOS AIRES GREAT SOUTHERN RAILWAY.

OTHER TOWNS.

Azul, a modern town of 58,000 inhabitants upon the Southern Railway, 178 miles from the capital, is an important cattle centre. The neighbouring sierras are picturesque, and the valley of the Azul River affords good shooting. The line to Coronel Dorrego is open for 75 kilom. beyond Chillar.

HOTEL :—Argentino.

Barranqueras, a river port upon the Paraná, 1,200 kilometres from Buenos Aires, and close to Resistencia and Corrientes, is used for the shipment of hardwoods and cotton from the Grand Chaco Territory. It is served by the Santa Fé Railway.

HOTELS :—P. Sena, Vda de Zubillaga.

Campana, on the left bank of the Paraná, 50 miles from Buenos Aires, served by the Central Argentine Railway and by steamers, is of industrial importance. Meat-freezing, oil-refining, and grain storage are the leading industries. Population 15,000.

HOTELS :—Campana, Verdier.

Carmen de Patagones, opposite Viedma, upon the Rio Negro and connected by rail with Bahia Blanca (170 miles), is the point of departure for a State-owned service of river steamers plying to Choele-Choel. There are important stock-raising establishments in the district.

HOTELS :—Español, Casadey.

Casilda, upon the Central Argentine Railway, 210 miles from Buenos Aires, and in the Province of Santa Fé, is a modern and prosperous town of 14,000 inhabitants.

HOTELS :—Italia, España.

Catamarca, capital of the small Andine province bordering upon Chile, is 36 hours' train journey from Buenos Aires on the Northern Argentine State Railway, and about 80 miles south from Tucumán. An old colonial city of 15,000 inhabitants set among the hills at 1,600 ft. above sea-level, it is a centre of fruit, grape, and cotton culture and of mining and cattle farming. Pilgrimages are made to its church by the devout, and its thermal springs are curative.

HOTELS :—El Aguila, San Martín.

Chascomús, upon the Southern Railway, 70 miles from the capital, picturesquely placed among a series of lagoons, is a thriving town of 10,000 inhabitants. There are important livestock and dairy enterprises in the neighbourhood, where maize is grown upon a large scale.

HOTEL :—Americano.

Cinco Saltos, twelve miles from Neuquén and 635 miles from Buenos Aires on the Southern Railway, is the seat of the railway company's experimental fruit farm. The damming of the Rio Negro has fertilized the region and made it one of the finest of fruit-growing districts. The area is very lightly populated.

THE CÓRDOBA CENTRAL RAILWAY.

Colón, in Entre Rios, on the Uruguay River, 23 miles north of Concepción, is served by branch railway and by river steamers. The river is picturesque, with cliffs visible from a considerable distance.

HOTEL :—Augusto Perrín.

Comodoro Rivadavia, in Chubut, on the Gulf of St. George, important as a source of petroleum, is served regularly by small steamers from Buenos Aires. A State railway runs inland to Colonia Sarmiento (120 miles).

HOTELS :—Europa, Colón.

Concepción del Uruguay, in Entre Rios province and the terminal of the Entre Rios Railway, is a river port of historical interest and commercial importance. It is the seat of a National University. It was founded in 1778, and was the scene of a sharp revolutionary engagement in 1870, in which year Urquiza was assassinated in the San José Palace.

HOTELS :—Concordia, Paris.

Diamante, in Entre Rios, a port on the Paraná, served by regular steamers from Buenos Aires, is distant from the capital 370 miles by rail.

HOTELS :—Sol de Mayo, Soldini.

Empedrado, upon the Paraná River, and by rail 630 miles from Buenos Aires, furnishes oranges to the capital. It is some two hours' train journey south of Corrientes, and a regular port of call for the Mihanovich steamers.

HOTELS :—De A. Peluffo, Vallejo Hnos, Vallejos y Alegre.

Esquina, in Corrientes, is served by weekly steamer from Buenos Aires. It is a minor river port upon the Paraná with 5,000 population.

HOTELS :—De Gatti Hnos, F. Nelli.

Formosa, capital of the Formosa Territory, adjoins the Paraguayan frontier. It is in a region populated as to one-half by Indians and has itself a population of 10,000. The vegetation and climate are tropical. The surroundings are flat and swampy. Tobacco and sugar cane are grown and many cattle are kept in the vicinity.

HOTELS :—Formosa, Central Brun.

Gaiman, a small town near Rawson in the Chubut Territory, is a centre of mixed farming, with good alfalfa crops. Population 2,000.

Goya, in Corrientes Province, a port upon the Paraná River, near its junction with Santa Lucia, is some 620 miles by rail from Buenos Aires. The urban population is 15,000.

HOTELS :—Goya Hotel, de Vda de Bernasconi, Blas Ronconi, Solari Hnos.

Gualeguay, centre of one of the richest agricultural regions in Entre Rios province and served by the Entre Rios Railway, is 175 miles by rail from Buenos Aires. Population 18,000. Its river port, Puerto Ruiz, five miles distant, is on the Gualeguay tributary of the Paraná River.

HOTEL :—Ferrecio.

Gualeguaychu, in Entre Rios, is a port some 12 miles up the Gualeguay tributary of the River Uruguay. Fray Bentos (Uruguay) is upon the left bank of the main river. The town is accessible by rail from Buenos Aires (229 miles), and by steamer. There are tanneries and frigorificos. The population is 23,000.

HOTELS :—Comercio, Paris.

Ibicuy, on the left bank of the Paraná River, is served by a train-ferry from Zarate, whereby connection is made between the Central Argentine and the Entre Rios railway systems. The crossing of the delta (52 miles) occupies in all five hours. The port facilities for the dispatch of cargo are good. The picturesque Ibicuy Islands can be visited by steamer.

HOTEL :—Barón.

Junín, on the direct line to Chile, 140 miles west of Buenos Aires, where are situated the workshops of the Pacific Railway, is served also by the Central Argentine. In a grain and cattle-farming district and close to lagoons from which quantities of freshwater fish are taken for the Buenos Aires market, the town is of fair commercial importance. Population 39,000.

HOTELS :—Británico, Plaza, Buenos Aires.

La Paz, in Entre Rios, a Paraná River port of 10,000 inhabitants, is visited three times a week by Mihanovich steamers.

HOTELS : Central, San Martin.

La Quiaca, on the Bolivian-Argentine frontier, is some 1,180 miles (50 hours) from Buenos Aires and 175 from Jujuy. The altitude is over 10,000 feet and the climate is cool. The Central Northern Argentine Railway has its terminus at this point, distant a few hundred yards from the Bolivian railway station Villazon, whence connection can be made via Atocha with the Bolivian railway system.

HOTELS :—Plaza, Internacional.

Mercedes (de Buenos Aires), an important agricultural and pastoral centre, some 60 miles from Buenos Aires on the Buenos Aires Western Railway, has 24,000 inhabitants. The town is at once old and progressive, with a considerable commerce, many notable private residences and large public edifices, including Law Courts.

HOTELS :—Nogues, Bruno.

Mercedes (de Corrientes), a small town of 12,000 inhabitants upon the North-Eastern Railway system, is not to be confused with its more important namesake. The town is 52½ hours' ride from the federal capital.

HOTELS :—Argañaraz, Pérez.

Neuquén, capital of the territory of the same name, is in the north-western corner of Patagonia and is served by the Southern Railway. It is some 700 miles from Buenos Aires and has a population of 2,500. Lake Nahuel Huapi can be visited by motor-car or by launch down the Rio Limay. The great Rio Negro barrage, near at hand, has opened up the surrounding area to colonization.

HOTELS :—Neuquén, Confluencia.

Pergamino, 141 miles from Buenos Aires and 76 from Rosario, on the Central Argentine Railway, is a considerable railway centre. Three branches of the C.A.R. radiate from this point, and the town is served also by the Cia General. Population 07,858.

HOTELS :—Roma, Sarmiento.

Plaza Huincul, 800 miles from Buenos Aires on the Southern Railway, and 51 miles short of Zapala, is the site of large oil wells.

Pringles (Coronel Pringles), in Buenos Aires Province on the Southern and Rosario-Puerto Belgrano Railways, 304 miles from the capital, and 135 miles north of Bahia Blanca, is situated 900 ft. above sea-level in a flourishing agricultural district. Population 12,000.

HOTELS :—Centeno, Pérez.

Puerto Madryn, in Chubut, a small port in a good bay, Golfo Nuevo, with regular coasting steamer connections with Buenos Aires, is the northern terminal of the Patagonian State Railway to Trelew, Dolavon, and Rawson. It was founded by the Welsh colonist, Parry Madryn, in 1865. Population 1,000.

HOTEL :—Español.

Puerto San Antonio, on the Gulf of San Matías, on the Patagonian State Railway from Viedma to Bariloche, has a shallow bay and a small wharf. The surroundings are pastoral, and the population about 2,000.

Rawson (population 2,500), capital of the Chubut Territory, stands on the bank of the Chubut River and about 6 miles from the coast. The name of the settlement is that of its founder, who established near this point a Welsh colony. Connection with Buenos Aires is by steamer to Port Madryn and per State Railway via Trelew.

Rio Cuarto, in Córdoba Province, upon the Pacific and Central Argentine Railways some 380 miles from Buenos Aires, a town of 37,000 population, is a considerable agricultural centre. The town is about 130 miles south of Córdoba, and efforts are being made to maintain a regular aeroplane service from that city.

HOTELS :—Universal, Moderno.

Salto, in Buenos Aires Province and 107 miles from the capital, is on the Province of Buenos Aires Railway. Apart from its commercial position the place is interesting to scientists. Fossil remains of prehistoric animals have been found in large numbers in the locality.

San Nicolás, 40 miles below Rosario, upon the Paraná River, and 148 miles from Buenos Aires upon the Central Argentine Railway, has a population of 30,000. The port facilities are good, and various manufacturing industries have been established.

HOTELS :—Español, Italia.

Santa Cruz, near the mouth of the Santa Cruz River, regularly visited by steamers from Chile and Buenos Aires, is one of the best of the natural ports of Patagonia. Sheep are farmed extensively in the valley. The town consists of two or three hundred houses.

Santa Rosa, capital of La Pampa Territory, is 375 miles from Buenos Aires on the Western Railway. The population is 5,500. It is the centre of a cattle growing and agricultural area.

HOTELS :—Central, Apollo.

Tandil, a quiet, pleasant, and well-developed town in the Southern Sierras, is some 200 miles from the capital. It is esteemed as a health and pleasure resort, affording fine views of hill scenery and tonic air. There are good means of urban locomotion, and the town is well served by the Southern Railway. Population 25,000. Tandil is the centre of a rich dairy and agricultural district.

HOTEL :—Palace (150 beds, $15–25).

Trelew, founded by Welshmen in 1881, is 43 miles upon the Chubut Railway from Port Madryn. It has about 5,000 inhabitants,

and is commercially the most important Patagonian town, situated in a great sheep-growing district.

HOTELS :—Argentino, Rodriguez.

Ushuaia, the capital of Tierra del Fuego, the most southerly of Argentine towns, stands upon the Beagle Channel. Its claims to the interest of the traveller include impressive views of snow-clad peaks, waterfall, dense woods and rich valleys. Steamers from Buenos Aires and Chilean ports afford the means of access. The population of 1,600 includes the members of the penal settlement. Sheep farming and sawmilling are the local industries.

HOTEL :—M. Freire.

Venado Tuerto, in the province of Santa Fé, and 231 miles from Buenos Aires on the Central Argentine Railway, is a pleasant country town of 3,500 population, with many large and well-managed estancias near at hand, and described in Captain McNie's "Work and Play in the Argentine."

Viedma, the capital of Rio Negro, stands upon the river of that name about 19 miles from its mouth, opposite to Carmen de Patagones. The town has 5,000 population, and is reached from Buenos Aires (577 miles) and Bahia Blanca by Southern Railway. Launch or motor can be taken for San Antonio Oeste, the terminus of the State Railway leading to Bariloche. The fishing industry is of some importance.

HOTELS :—Gretoni, Malpeli.

Villa Constitución, on the left bank of the Paraná, and 23 miles south-east of Rosario, is visited by steamers drawing 25 feet. Cereals are exported, and coal and railway materials imported.

HOTELS :—C. Federici, M.R. Perez.

Villa María, in the Province of Córdoba, served by the Central Argentine and B.A. Pacific Railways, is some 343 miles from Buenos Aires. Of 17,000 inhabitants, and with an importance derived from the grain, timber, and dairying industries, it was in 1872 selected by Congress as Federal Capital.

HOTELS :—Colón, Internacional.

Zapala, 850 miles or 31 hours' train from Buenos Aires, the terminal of the Southern Railway, and 50 miles south of the Plaza Huincul oilfield, is a starting point for motor excursions in the Cordillera and a place of some importance in the trade of the Neuquén Territory. Puerto Montt (Chile) can be reached by trail.

HOTEL :—Echeverria.

Zarate, on the Paraná River, is a town of 32,000 inhabitants. It is of industrial importance, with large frigorificos and paper works, and the quays are used by ocean-going steamers. The name commemorates its founder, Gonzalo de Zarate. Situated 56 miles from the capital, upon the Central Argentine Railway, it is served also by the Central of B.A. Railway. A ferry to Ibicuy connects the town with the Entre Rios railway system leading northwards.

HOTELS :—El Globo, San Martín.

AN ARGENTINE CALENDAR.

1515. Rio de la Plata entered by Juan Diaz de Solis.
1520. Mouth of the Rio de la Plata explored by Magellan.
1526. First settlement founded by Sebastian Cabot.
1536. First city of Buenos Aires founded by Pedro de Mendoza.
1573. City of Sante Fé founded by Juan de Garay.
1580. Buenos Aires founded for the second time by Juan de Garay.
1610. First arrival of Jesuit missionaries.
1618. Province of Rio de la Plata officially instituted with separate Governor.
1726. War between Brazil and Buenos Aires.
1735. Jesuits expelled from Rio de la Plata.
1776. Establishment of the Vice-Royalty of Buenos Aires. Cuyo Province ceded by Chile.
1801. Foundation of the first River Plate newspaper.
1806. First British expedition to the River Plate, commanded by General Beresford.
1807. General Whitelocke's expedition against Buenos Aires results in failure.
1810. Independence of Argentina declared on May 25. First merino sheep imported.
1812. San Martin lands in the Rio de la Plata. General Belgrano gains a victory over the Spaniards near Tucumán.
1814. Argentina divided into seven provinces.
1815. Alvear made President.
1816. Formal Declaration of Independence made at Tucumán.
1817. San Martin leads the army of liberation across the Andes to Chile.
1824. Arrival of first steamship.
1825. Federated Constitution decreed. First Southdown sheep imported.
1826. Argentina negotiates in London a loan for £1,000,000.
1829. Juan Manuel de Rosas created Dictator of the Republic.
1838. Buenos Aires blockaded by the French Fleet.
1840. First Lincoln sheep imported.
1842. Spanish recognition of Independence of Argentina.
1845. Combined British and French squadrons ascend the River Plate. Blockade of Buenos Aires by these forces until 1847.
1848. First Shorthorn bull imported.
1849. Rosas declares war on Brazil.
1850. Death of San Martin at Boulogne. Royal Mail Steam Packet Co. began its mail service.
1851. Rosas defeated.
1853. Federal Constitution drawn up. Urquiza elected President.
1857. Construction of Western Railway begun.
1861. The Mendoza earthquake. Bartolomé Mitre elected President.
1863. Construction of Central Argentine Railway begun.
1864. Construction of Buenos Aires Southern Railway begun.
1865. Outbreak of war with Paraguay. Establishment of the Welsh colony at Chubut
1871. Sarmiento elected President. Yellow fever attacks Buenos Aires.
1877. First experimental cargo of frozen meat.
1878–9. General Julio Roca finally subdues Indian tribes.
1882. First frigorifico constructed.
1885. Stock Exchange founded.
1897. First motor-car introduced.
1912. British Society founded at Buenos Aires.
1913. British Chamber of Commerce formed.
1916. Hipólito Irigoyen elected President.
1922. Dr. Marcelo T. de Alvear elected President.
1925. Visit of the Prince of Wales.
1927. Reopening of the Caja de Conversion.
1928. British Mission relative to export of meat.
1929. British Economic Mission visited Argentina.

THE ANGLO-ARGENTINE TRAMWAYS COMPANY, Ltd.

Originally formed in 1876, the Anglo-Argentine Tramways Company to-day owns the greater part of the tramways operating in Buenos Aires, the population of which in 1928 was estimated at more than 2,000,000.

The system worked by the Company comprised, in 1928, 419 miles of permanent way, including a Double Track Subway of over four miles in length constructed beneath the main thoroughfare of the city, and supplemented by several Omnibus Routes. The Subway has been of particular benefit to the inhabitants of Buenos Aires, especially in relieving congestion on the central lines of the City. In the course of 1928 no less than 570 millions of passengers were carried on the Combined System. In order to perform this feat of transport 2,800 vehicles were employed, and 70 million car-miles were run.

OFFICES :

LONDON: Gresham House, 27 Old Broad Street, E.C.2.

BUENOS AIRES: Avenida de Mayo 819.

PHYSICAL FEATURES.

Argentina owes its name to the quest for silver in the mountains of Peru and the wearing of silver ornaments by its Indian population in the sixteenth century. Its great estuary, known successively as Mar Dulce (fresh-water sea) and Rio de Solis (after the Spanish navigator), thus acquired the name of Rio de la Plata (silver river). After the provinces forming the present Republic had been formed into a Confederation a common name was sought for the whole and the Latin form of the word " silver " was adopted as its root.

The northern frontier abuts upon Bolivia and Paraguay, the eastern upon Brazil and the Republic of Uruguay. The country is bounded upon the west by Chile and the two countries are defined by the mountain range of the Cordilleras de los Andes, extending the whole length of Argentina. The southern extremity is formed by the Beagle Channel. Argentina extends from latitude 21.40 S. to latitude 55.5 S. at Cape San Pio, longitude 66.32 W. The approximate length is 2,150 miles and the breadth 980 miles. The coast line is about 1,600 miles, exclusive of the estuary of the Rio de la Plata. The area, of approximately 1,112,743 square miles, is equivalent to 29 per cent. of the area of Europe.

Geographical Divisions : The chief natural divisions are :—

(1) The Andine, occupying the eastern slope of the Cordillera of the Andes, the Pre-Cordillera and the Puna, or high plateau, of the north-west.

(2) The Chaco, or northern lowlands, forested and with a semi-tropical climate.

(3) The Mesopotamian, in the fork of the Paraná and Uruguay River.

(4) The Pampean, the economic heart of the country, extending fanwise 300–400 miles from Buenos Aires, devoted to cattle raising and cereals.

(5) The Patagonian, or southern plateau, thinly populated and given over to sheep farming, with little rainfall and wooded in the south.

Tierra del Fuego, forming the toe of the continent and shared by Chile, is separated from the mainland by the Straits of Magellan.

Rivers :—The River Plate, or Rio de la Plata, which serves as the main seaward entrance, is less a river than an estuary or great basin into which flow the Rivers Paraná and Uruguay together with their tributaries. Measured from Piedras Pt., Argentina, to Brava Pt., Uruguay, the Plate has a width of approximately 56 miles, and where the Rivers Paraná and Uruguay branch off (say from Martin Chico Point to San Fernando) the width is some 23 miles. The river is approximately 100 miles long as the crow flies, and mud and sand give it a thick, brownish colour. It is shallow and the passage of ocean vessels is only made possible by continuously dredging the recognized channels.

The tides are of little importance, for there is only an 18-inch rise and fall at spring tides. The depth of water is influenced principally by the direction of the wind and the state of the sources of the Paraná, Uruguay and Paraguay rivers. With south and south-easterly winds the river rises, and can be expected to fall with a wind from N.N.E. or N.W. The south-west is a bad-weather wind called the "Pampero," and its strength will sometimes cause the river to rise because of the large volume of water brought in from the ocean.

The more important parts of the basins both of the Paraná and the River Plate belong to Argentina. The Paraná and Paraguay rivers are navigable for steamers everywhere within the republic. The Salado, Pilcomayo and Bermejo, tributaries of the Paraná, are shallow and difficult of navigation. The chief rivers of the south, the Colorado, Negro, Chubut, Chico, and Santa Cruz, flow directly into the Atlantic.

The lengths of the principal rivers are :—

Rio Uruguay, 940 miles; Paraná, 2,800 miles. The Paraguay, Pilcomayo, and Bermejo are each some 1,250 miles. The Dulco or Saladillo is 500 miles in length.

River communication between Buenos Aires and the northern provinces, as well as the Republics of Paraguay and Uruguay, is afforded by the rivers Plata, Paraná, Uruguay, and Paraguay.

With the extreme southern territories communication is only possible by sea.

Lakes :—Small lakes occur in many parts of the pampas. The most picturesque lakes are those of the Patagonian Cordillera. Of these the largest are Lakes Buenos Aires, San Martín, Viedma, and Argentino (all in Santa Cruz). Lake Nahuel Huapi, the best known, is connected by tributaries with a series of smaller lakes—Gutierrez, Moreno, Frias, Veinticinco de Enero, and Albarracín.

Mountains :—The mountains belong to four distinct systems :—

(1) Andine, divided into Eastern and Western Cordilleras, with subsidiary divisions.

(2) Central, constituting the Sierras of Córdoba.

(3) Southern, comprising the Sierras of Tandil and Ventana, in the south of Buenos Aires Province.

(4) The Misiones range, on the north-eastern frontier, forming part of the Brazilian system.

The highest peaks in Argentina are: Aconcagua (22,850 feet); Mercedario (22,315 feet); Tupungato (21,550 feet); Nevado de Famatino (19,770 feet); Juncal (19,780 feet); Aconquija (16,400 feet). The Tronador, Descabezado, Villa Rica, Potro, Bonete and Negro are among the other considerable heights.

The following are among the more important volcanoes in the Argentine part of the Cordilleras de los Andes: Copiapó, San José, Maipo, Chillán, Tinguiririca, de las Damas, Peteroa, Osorno, Antuco, Trolope, Corcovado, and San Clemente.

Climate :—The climate is upon the whole most favourable, although ranging at the extremes from the heat of the Tropic of Capricorn to the rigours of Tierra del Fuego. There are broadly three climatic zones: the Littoral, the Mediterranean, and the Andine. The mean temperature in the first is 66° Fahr.; in the second 105° is frequently attained in very hot summers, with low temperatures registered in the winter—the mean being about 61°. In the Andine region the climate varies greatly, and fluctuations of 36° within twenty-four hours are not uncommon.

The mean temperatures in Buenos Aires are approximately :—

Summer 77° F.	Autumn 64° F.
Winter 54° F.	Spring 62° F.

A shade temperature as high as 98° F. has been recorded in Buenos Aires 66 times in 48 years, oftenest in January, to the accompaniment of winds from N.W. or N.E. Occasionally, in the months May to August, the thermometer falls below freezing point, but snow is a highly unusual sight in the coastal districts.

Rainfall :—The rainfall, in the southern regions, averages some 16 inches a year; in the central region from 20 to 39; in the north-east the fall is 40 to 60 inches a year. The rainfall in the Provinces of Buenos Aires, Santa Fé, and Córdoba is regarded as ideal both in quantity and distribution. There are less favoured districts, in some of which artificial irrigation is not at present seriously possible. Again there are districts which in the last twenty years or so have enjoyed an improved rainfall probably as a consequence of ploughing and afforestation.

In a normal year in the grain-growing area, March is the month of heaviest rains. Throughout the period October–March the monthly falls are twice as heavy as during the three dry months, May, June, July.

In the locality of Buenos Aires some rain may be expected on about 70 days per annum and on about 76 days in Córdoba and Rosario.

POPULATION OF PROVINCES AND TERRITORIES.

The population in 1914 was 7,885,237, and the estimated total at May 1929 was over 11,000,000.

The British community (inclusive of persons of British descent, who are not technically British subjects) is estimated by the British Society in the Argentine Republic at 50,000. Americans from the United States are estimated to number 2,500 in Buenos Aires or about 3,000 in the whole Republic.

It is estimated that 73 per cent. of the population are Argentine-born and of European descent; about 23 per cent. are foreign-born and generally of European parentage; a residue of 350,000 are of mixed and inferior blood.

THE PROVINCES AND TERRITORIES OF ARGENTINA.

CHARACTERISTICS OF THE PROVINCES.

Province or Territory.	Principal Products.	Physical Characteristics.
JUJUY	Sugar, sheep ..	Mountainous, fertile valleys.
SALTA	Sugar, vines ..	Plains and mountains.
FORMOSA	Cattle	Subtropical forest.
LOS ANDES ..	Sheep, goats ..	Dry climate, barren soil.
CHACO	Cattle, sugar, maize, cotton.	Wooded plains.
CATAMARCA	Cattle, sheep ..	Mountainous, wooded.
TUCUMÁN	Sugar, cattle, horses	Mainly mountainous, well watered.
SANTIAGO DEL ESTERO	Cattle, goats, sheep, horses, maize.	Mainly wooded plain.
CORRIENTES	Cattle, sheep, horses, mandioca, maize.	Marshy, fertile.
LA RIOJA	Vines, cattle, goats	Dry, mountainous.
SAN JUAN	Vines, cattle, horses, goats.	Dry, mountainous.
SAN LUIS	Cattle, horses, sheep, goats, maize.	Dry, hills and plains.
CÓRDOBA	Cattle, horses, wheat, maize.	Dry, fertile.
ENTRE RIOS ..	Cattle, sheep, horses, wheat, linseed.	Undulating plains, rich pasture.
SANTA FÉ	Wheat, linseed, maize, cattle, horses, sheep.	Rich plains.
MENDOZA	Vines, cattle, goats	Mountains, fertile valley.
BUENOS AIRES ..	Wheat, maize, oats, linseed, cattle, sheep, horses, pigs.	Well-watered plains, rich pasture.
LA PAMPA	Cattle, sheep, horses, wheat, maize.	Undulating plain, good pasture.
NEUQUÉN	Sheep, goats, horses	Mountains and woods.
RIO NEGRO ..	Sheep, vines ..	Mountains and fertile valleys.
CHUBUT	Sheep, horses, cattle	Dry, cool, poor vegetation.
SANTA CRUZ ..	Sheep, horses ..	Dry, cold, wooded.
TIERRA DEL FUEGO	Sheep	Cold, wind - swept, rainy.

The distribution of population throughout Argentina is shown by the following returns for 1928, in which the Federal District is credited with 2,031,000. Increases have been general since the date named. Rather more than half the population lives in the cities and towns.

Provinces.	Population.	Provinces.	Population.
Buenos Aires	2,898,640	Jujuy	89,998
Santa Fé	1,251,476		
Entre Rios	568,905	Territories (1924).	
Corrientes	421,480	Chaco	58,160
Córdoba	1,001,742	Chubut	32,885
San Luis	154,471	Formosa	24,136
Santiago del Estero	360,568	La Pampa	142,043
Tucumán	417,879	Los Andes	2,929
Mendoza	396,907	Misiones	69,422
San Juan	161,592	Neuquén	38,085
La Rioja	94,793	Rio Negro	52,440
Catamarca	121,369	Santa Cruz	12,581
Salta	166,153	Tierra del Fuego	2,592

The total for the Territories was given as 510,070 in 1928, but details have not yet been published.

Birds and Animals :—The works of W. H. Hudson should be consulted for reference to the abounding bird life. The following are distinctive : Ostrich, condor, vulture, eagle, gavilan, carancho, owl, parrot, swan, chaja, duck, geese, gariza, flamingo, mirasol, partridge, martinet. The animals include : Yaguarete, puma, wolf, fox, mountain cat, coati, deer, guanaco, gama, vicuña, alpaca, otter, tapir, carpincho, ant-bear, hare, rabbit, llama, venado. Among the sea animals are the seal, sea wolf, and whale.

GOVERNMENT.

The form of Government is modelled on that of the United States, or the " representative, republican, federal " system. The Central Government deals with such matters as affect the State as a whole, but the governors of the provinces have extensive powers, and are elected for terms of three or four years. The National Territories (those portions of the country which are not yet ranked as provinces) are administered by officials nominated directly by the President. The municipal government of the capital is exercised by a Mayor appointed by the President with the approval of the Senate, and a deliberative council elected by the taxpayers. The Argentine political constitution is exceptionally liberal.

Presidents hold office for six years and cannot remain in power for two consecutive terms. The Vice-President of the Republic is President of the Senate. The general election takes place about March or April, and the President takes office on October 12th of the year of election. The Senators and Deputies in office when the President takes office retain their seats. Senators hold office for nine years and Deputies for four years. Salaries are paid to these representatives and the 30 Senators and 158 Deputies draw

1,500 paper dollars per month. The salaries of the higher posts are: President, $8,000 per month paper, with $2,400 entertainment expenses; Vice-President, $3,000 and $2,000 expenses; Ministers, $2,400 and $900 expenses.

The electoral law prescribes a fine of $10 for citizens who fail to cast their votes, but the compulsion is not exercised.

Federal **Courts** deal with cases of national importance. They consist of the Supreme Courts, having five judges at Buenos Aires; five Appeal Courts, one with five judges at Buenos Aires and others with three judges each at La Plata, Paraná, Córdoba, and Rosario (Santa Fé); and courts of first instance in each of the provinces and territories.

Education :—The controlling authority is the Consejo Nacional de Educación, of which the Minister of Justice and Public Instruction is head. There were in 1927, 10,608 elementary schools with 45,271 teachers and 1,302,534 pupils. The Federal Government provides primary schools in the capital and in the Federal Territories as well as in certain of the Provinces; but the Provincial Government also provide elementary schools, and some privately-owned schools are recognized. The secondary and normal schools number 239, of which 131 are publicly and 108 privately owned, although officially inspected, and in these institutions there were 41,200 pupils in 1925.

There are five national **Universities**—Buenos Aires, Córdoba, El Littoral, Tucumán, and La Plata, and in them medicine is studied by 58 per cent. of the students and law by 20 per cent.

PAST PRESIDENTS.
(since 1898).

General Julio A. Roca (second term)	1898
Dr. Manuel Quintana (died in office)	1904
Dr. José Figueroa Alcorta	1906
Dr. Roque Saenz Peña (died in office)	1910
Dr. Victorino de la Plaza	1916
Dr. Hipólito Irigoyen	1916
Dr. Marcelo T. de Alvear	1922

PRESIDENT.

President	Dr. Hipólito Irigoyen (1928–1934).
Vice-President	Dr. Enrique Martinez.

MINISTRY.

Interior	Elpidio González.
Foreign Affairs	Horacio Oyahanarte.
War	Genl. Luis Dellepiane.
Marine	Admi. Tomás Zurueta.
Justice and Public Instruction	Juan De La Campana.
Finance	Enrique Pérez Colmon.
Agriculture	Juan Fleitas.
Public Works	José Abalos.

AGRICULTURAL RESOURCES.

Although Argentina is so widely identified with the meat trade, more than half the exports of the country are agricultural as distinct from pastoral products.

Approximately three-quarters of Argentina is classified as suitable for agriculture, and less than 10 per cent. is cultivated. The area under cultivation is about 23,702,090 hectares, or slightly less than 60 million acres. In 1929 there were 8,458,000 hectares under wheat, 2,953,000 under linseed, 1,400,000 under oats, and 4,788,000 under maize.

The distribution of these crops is determined primarily by climatic conditions. Grain is cultivated more or less in all the provinces of the north and centre and southward to Chubut, with a great predominance in the Pampean region. Cotton, rice, sugar and tobacco are products distinctively of the northern and north-eastern regions, and fruits chiefly of the mountain valleys of the west and north-west and of the Delta of the River Plate.

Alfalfa : —A herbaceous plant belonging to the clover family, bears small kidney-shaped seeds in spirally-coiled pods. It is adapted to a wide range of conditions, and is grown from sea-level to altitudes of over 7,500 feet. Lucerne (*Medicago Sativa*) is the common name given to the crop in Europe.

Argentina has about 14,000,000 acres devoted exclusively to alfalfa, and carrying an animal population exceeding 150,000,000 cows, sheep, and horses. The crop is cut five or six times a year, although as many as 10 cuts are sometimes made. The cutting benefits the plant. Before the introduction of alfalfa and of irrigation, many now fertile plains were arid deserts. The crop, although it does not enter directly into the export returns, provides a large part of the herbage upon which cattle are raised and is thus the pivot of a great industry.

Grain : —The yield per acre, although increasing of late years, remains low relatively to that of the chief grain-growing countries, and is capable of improvement by more intensive cultivation. Holdings are necessarily smaller than pastoral estates and 400-500 acres are tilled by the small farmer and his family. Upon large estates sharing agreements are made, the landowner providing the house, seeds, animals and tools, and taking as his recompense one-half of the harvest. Soil eligible for wheat is frequently sown in part with linseed or other grain as a measure of security, and the alternation of the two crops results in larger yields from both.

The Ministry of Agriculture has reported that it costs $10 to produce 100 kilos of wheat, $12 to produce 100 kilos of linseed, and $4.50 to produce 100 kilos of maize.

The home consumption of wheat for seed and flour is taken at 1,950,000 tons and of linseed 190,000 tons.

Birdseed, or " alpiste," grown especially in Buenos Aires Province, is cultivated upon an extending scale.

The export of wheat in 1928 was slightly more than 20 per cent. of the world exports; that of maize over 46 per cent., and of linseed over 70 per cent.

The exports of the several kinds of grain during 1928 follow :—

	Tons.		Tons.
Maize	6,430,000	Birdseed	11,856
Wheat	5,327,100	Oats	300,000
Wheat Products	342,810	Barley	213,830
Linseed	1,970,000	Rye	136,054

Potatoes of good quality are grown remuneratively in other districts, notably in Santa Fé and parts of Mendoza, but the crops of the Buenos Aires province immensely outweigh all others. The crop ranges from 700,000 to 1 million tons. The exportable surplus varies and the exports have ranged from 60,000 tons to 80,000 tons a year.

Rice growing is carried on upon an extending scale in Tucumán Province, chiefly by smallholders for their domestic consumption. The main source of supply has been the Misiones Territory, with smaller quantities in Jujuy, Salta and Corrientes.

Peanuts (or Mani) are an important crop in parts of Córdoba and Santa Fé, where they are sometimes sown after the failure of wheat-sowings. Some 14,500 tons of nuts were reported in 1927.

The production of **cotton** in Northern Argentina has suffered a check. The rapid expansion of the culture between 1922 and 1926 has been followed by a reduction in the area planted. The production fell from 135,000 bales in 1926 to 65,000 in 1927, but rose again to over 100,000 bales in 1928. The Chaco Territory produces about seven-eighths of the whole and the single other important source is Corrientes, although crops are recorded in Santiago del Estero, Formosa and Tucumán. There is some local consumption and the exportable surplus goes mainly to Liverpool.

In all 175,000 square miles are regarded as potentially suitable for cotton. The grading of the crop is rudimentary, into " primero " and " segundo " qualities. The Ministry of Agriculture has an office in Santa Fé to assist cotton culture.

Sugar, produced chiefly in Tucumán and to a smaller extent in Jujuy, has been grown upon a scale exceeding the requirements of the country, and exportation in view of the low market has been unprofitable. Curtailment of the output has been advocated by an interested National Commission. The production has been :—

	Tons.		Tons.
1925	390,000	1927	410,000
1926	461,000	1928	375,000

British and other foreign capital is invested in the sugar industry. Beet sugar is produced in a factory in San Juan for local consumption.

Yerba Maté, of which the consumption within the country is probably 90,000 tons a year and mainly of Brazilian and Paraguayan origin, is extensively grown in Misiones and is being cultivated under favourable conditions in the Santo Tomé district of Corrientes. The Argentine production of some 20,000 tons is being largely increased by the energies of European colonists.

Tobacco is grown most largely in Misiones and Corrientes, where colonists produce three-fourths or more of the crop of 7,500 tons. Salta and Tucumán are the two remaining sources. Seed of several dark varieties is planted and the leaf is largely used in coarse cigars. Imports of leaf tobacco largely exceed the national supply and the exports are about 400 tons.

Forest Produce :—The sub-tropical forests of the north furnish hard woods used in fencing, railway construction for national use or export to neighbouring countries, and are sources of minor products including charcoal and resins.

Much the more important commercial product is **quebracho,** a hard wood yielding a soluble tannin of great interest to the leather trade. The exports of quebracho logs was 164,700 tons in 1928. The tannin is extracted in factories principally in the Chaco Territory and exported in solid form to Europe and the United States. Since 1923 the export has generally exceeded 200,000 tons of extract per annum, and was 206,000 in 1928. Tannin is also extracted from logs less rich in tan, including algarroba and urunday woods.

Fresh Fruits :—Fruit trees flourish in most parts of the Republic, and the culture is best developed in the so-called Cuyo Provinces, i.e. Mendoza, and San Juan, upon irrigated lands. In particular their climate is favourable to grapes, including Almerians of the finest quality, which are grown to perfection in the open and exported to destinations as distant as England and the United States.

Fruits grown in Mendoza Province were first shipped in the fresh state to the London market in 1922, since when increasing quantities have followed. Grapes, plums, pears, peaches, apricots, and melons, among other fruits, are boxed and sent by rail to Buenos Aires, warehoused in cold stores, and carried to England in steamers fitted with suitable refrigerating facilities. Argentine grapes arrive simultaneously with South African, and the best qualities command favourable prices.

The grape harvest is at its height in Mendoza in March. The fruit season begins with cherries in December; peaches and plums in early January; and grapes are ready in February-March.

Oranges are grown for the local market in the north at Salta and Jujuy, in the north-east in Corrientes and Entre Rios, and also in the Tigre district near to Buenos Aires, and of the latter a few thousand boxes per annum are now exported to England. Cherries, apples, and peaches are also produced in the delta of the River Plate, and good pears in the large new orchards of the Rio Negro district.

A circular dealing with the Rio Negro district, issued by Gibson Brothers, states that "a farm of 15 hectares, planted with fruit trees and vines at a total outlay, including a dwelling-house, of $30,000, will give by its sixth year a net return of 30 per cent. on the capital."

Grape fruit of a darker colour and thinner skin than the varieties mostly consumed in England and North America has been planted with success under expert supervision within the railway zone in North-eastern Argentina, and a ready market is found for the produce in Buenos Aires. The practicability of growing miscellaneous tropical fruits for market is being tested in Misiones, where fruits ripen several weeks earlier than in districts southward. Excellent bananas and pineapples have been produced and superior oranges like the Paraguayan variety.

The main export of fresh fruit is towards Uruguay and Brazil, and the quantity recorded in 1927 was 4,630 tons.

The **wine** industry centres chiefly in Mendoza and San Juan, In 1928 the total production was 7,287,361 hectolitres. The consumption is chiefly local, and although the quality is in the main common, the production of fine table wines increases. In 1927 the export of Argentina wine was 287,000 litres.

LIVESTOCK.

Cattle :—The virgin pastures have been occupied, and, short of improvement of the herbage by a more intensive culture, the country is regarded as fully stocked with cattle. Official and unofficial figures indicate a decline in the number of animals in the Republic, and in 1928 the number of cattle killed declined by 12½ per cent. compared with 1927. The number of head of cattle was returned at 37 millions in 1922.

The presence of the cattle tick prevents the spread of cattle-raising to the northward, and the country south of the Rio Negro is generally best suited for sheep. Buenos Aires Province with Entre Rios, Corrientes and Santa Fé are the principal sources of good cattle, but both cattle and sheep are raised in nearly all parts of the pampas, north as well as south.

Herd book particulars for 1926, relating to 306,855 pedigree bulls and cows, reveal a large predominance of the following types :— Shorthorn (230,707), Hereford (43,270), Aberdeen-Angus (26,115).

The value of the best specimens is indicated by the prices realized in the auction ring, where one Shorthorn bull fetched £13,300 in 1925. Prices of £4,000–£5,000 for prize animals are often realized.

Sheep :—The Lincoln breed is the type most widely diffused throughout the country, and crosses of the Lincoln and Merino provide a large part of the mutton supply. The relative importance of the several types of pure breed are suggested by the Rural Society's Flock Book (1926). Lincoln (30,550), Argentine Merino (7,076),

Romney Marsh (7,465), Australian Merino (2,258), Oxford Down (2,023), Hampshire Down (1,586), with considerably smaller numbers of others.

Improved types of sheep are in use southwards from Corrientes to Tierra del Fuego; a few degenerate descendants of Spanish Merinos are kept on the hills of the north-west. Pure Merino sheep are raised in Corrientes and areas of deficient rainfall in Chubut and Rio Negro Territories. Crossed Lincolns of large frame, bred primarily for mutton, are kept in Buenos Aires Province, with generally lighter crossed breeds in the rest of the country.

The estimated total of sheep (1926) is fully 35 millions.

Goats abound in the northern provinces and their total at the 1922 census was given as 4,819,835.

Horses :—The excellent quality of Argentine horses has been demonstrated by the large numbers purchased by the British Government for the purposes of at least two wars and again by the capital performance of the ponies brought by a succession of polo teams. Hackneys are probably the most promising breed for export to distant countries.

Fifteen breeds are recorded in the Stud Books of the Argentine Rural Society; the larger part of them heavy draught animals. Percheron (13,075), Clydesdale (8,622), Shire (6,895), with 6,247 Hackneys and smaller numbers of stallions and mares of breeds heavy and light.

The number of horses recorded in the 1922 census was 9,432,421; asses 289,365; mules, 623,416.

Pigs.—The stock of pigs is about 1½ millions. They are chiefly of the Berkshire breed, with Middle Whites in the colder parts of the country, and many Tamworths, Duroc Jerseys, and Poland-Chinas. Pig carcases are exported in the frozen, and to a smaller extent in the salted state, apart from the home consumption.

The alfalfa pastures produce good muscle, maize for fattening is abundant, and the by-products of dairying are available upon an increasing scale, making a larger production of pork probable in the near future.

THE ARGENTINE MEAT TRADE.

The recent course of the major products of the meat industry is indicated by the following figures of exports :—

	Chilled Beef.	Frozen Beef.	Mutton & Lamb.
	Tons	Tons	Tons
1928	428,798	63,554	65,494
1927	502,907	184,374	71,468
1926	457,397	176,387	50,544

Of the 18 freezing works in the Republic, 13 are on the River Plate and at Bahia Blanca and 5 in Patagonia. About 750,000 cattle and 1¼ million sheep are treated in Uruguayan frigorificos, and these, although outside Argentine jurisdiction, form an integral part of the River Plate meat trade.

The following table shows the Argentine slaughterings for the past two years :—

	1928	1927
Cattle	398,427	583,678
Sheep	4,740,292	4,613,605
Swine	342,910	239,775

Before the erection of freezing works, salted and dried meats were in general use, and limited quantities were exported to Europe. This meat is commonly known as "jerked beef" and in Argentina as "tasajo." It is still used in places where it is almost impossible to keep fresh meat. As the meat-drying plants could produce jerked beef from inferior cattle, and as the demand was limited, there was no inducement to develop good breeds of livestock.

THE FRIGORIFICOS.

The erection of freezing works did much to improve the Argentine livestock industry. Better prices were paid by the freezing companies for the better quality of cattle. The estancieros were quick to see where their interests lay and a practice developed of importing the best British bulls.

The River Plate frigorificos purchase cattle and sheep directly from the producers, or from owners and agents who sell their livestock at the public lairages in Buenos Aires. Most of the cattle are purchased in the country and shipped in trainloads from the estancias to the frigorificos, where the beef is prepared and loaded directly into ocean steamers.

The establishments are of large size and equipped to deal with a total of 25,000 oxen or 60,000 sheep per diem.

The meat for which Argentina has become particularly famous is chilled beef, carried to the European markets at a temperature of 29 deg. F. to 30 deg. F., and arriving in a soft condition ready for immediate consumption. It is to be distinguished from frozen beef which is carried at a much lower temperature, requiring to be thawed before it can be used.

After chilled beef has been prepared in the packing-house, it is inspected by a Government inspector who makes certain that it is free from disease. It is washed with clean water, classified according to quality and sent to the cooling-room for at least twenty-four hours. Next, it is removed to a chilling-room for forty-eight hours or until it is loaded into a meat boat. It must be shipped within seven days after the bullock has been dressed, as it is subject to rapid deterioration unless handled expeditiously.

When a side of beef is ready to be loaded, it is divided into two equal parts, producing a hind-quarter and a fore-quarter. These quarters are wrapped in stockinette and again in Hessian cloth as a protection against dirt and damage in transit. They are lowered into the insulated chambers of a meat boat, placed on hooks and exposed to a temperature two or three degrees below freezing, and this temperature has to be maintained throughout the voyage.

Frozen beef is not subject to rapid deterioration and does not require such careful handling. It is as wholesome as chilled or fresh beef, but it usually sells at a discount.

Within a few years Argentina has become one of the greatest beef-producing centres of the world, and a mutton and lamb producer of no mean importance. The quality of the latter is not yet comparable with Southdown mutton or Canterbury lamb, but in chilled beef Argentina has no prospective rival capable of producing as good quality at as low prices.

Meat is preserved by other means than refrigeration, and a full account of the products of the meat trade must take account of the cooking and canning of meats and tongues, the manufacture of meat extract, sausage and jelly, the salting of beef and pork, the curing of hams, the drying and salting of tripe and other offals.

The by-products of the meat trade are more numerous than is generally recognized. Apart from the inedible fats commonly sold as tallow, a variety of edible beef and mutton fats are produced and used to make margarine, lard substitute for cooking and for industrial purposes. According to their kind, bones are used to manufacture bone articles, or to be converted into glue, and the residue of glue-making serves to make animal charcoal for sugar refining, black pigments, poultry foods, manures, or to make potters' china. Hair and bristles, horns and hoofs, ox-galls, dried blood, and sausage casings are all utilized.

PRODUCTS OF THE LIVESTOCK INDUSTRY.

The products of the livestock industry constituted in 1928 some 35·7 per cent. of the value of the national export.

The **wool** season opens in Argentina in October, and the handling and export of the clip give employment to large numbers of warehouse workers. The stocks held in the port warehouses are often large, varying with the seasons and the demand. Argentine wool finds its chief market on the continent of Europe, and Argentina is second only to Australia among the exporting countries of the world, producing something like 10 per cent. of the world's supply.

Wool on the Buenos Aires market is quoted in paper dollars and per 10 kilos. Sheep's wool is dealt in mainly in eight qualities. Lambs' wool is classified in four qualities. Argentine wool is packed in bales of about 420 kilos. The wool exports have been :—

Season.	Bales.
1925–26	336,293
1926–27	351,603
1927–28	322,435

About one-third of the production is sold in Buenos Aires, and the neighbouring warehouses in Avellaneda are capable of storing approximately half the clip. Large facilities exist also at Bahia Blanca.

Hides :—The annual production of about 6 million cattle hides and 1¼ million calfskins makes Argentina one of the chief sources in the world. The varieties are known in accordance with their origin as Frigorifico (from the superior animals slaughtered at the freezing works); Saladero (from the meat-drying works); Matadero (from the city abattoirs); and Campo (country hides). The hides are exported both in the wet salted state and in a dried condition, and are largely employed both in North American and European tanneries. Salted and dried horsehides are exported to a total of about 2,100 tons per annum.

Horsehair is collected and, graded as "South" or "West," and as "mixture" or "long tails," is exported in quantities of about 3,300 tons a year. Cattle hair, in the form of ear hair for making artists' brushes and tail hair, is exported, as well as hog bristles.

Dairying :—Dairy farming presents an alternative to beef production and the natural conditions are favourable to the development of **butter** making. Development is proceeding rapidly with the aid of improved dairy cattle and the most modern creamery equipment, although out-of-date methods obtain in some directions. To quote an Australian authority, a former chief of the Commonwealth Dairy Board : "Butter as fine as Danish, Irish, New Zealand or Australian can be made in Argentina. The grasses are so succulent in early summer that an extremely delicate-flavoured butter like the finest Normandy can be produced." Uniformity of quality has been attained in the best brands and in the interest of producers an official system of grading for export has been begun. The quality is denoted by points and 100 represents the highest grade; butter graded 87–99 is technically first class; 79–89, second class, and any other is ranked inferior. Should experience warrant that course, the packages are ultimately to be officially stamped according to the grade of the contents.

The industry stands at advantage in its quick communication with Europe, and Argentine butter produced in the large creameries improves in English favour.

Butter exports have declined steadily since 1924, when 30,000 tons were exported. In 1928, 19,900 tons were shipped, almost wholly to England.

The marked recent improvement in the quality of Argentine butter is ascribed to the introduction of improved machinery and the extension of the system of creameries. Economical working is promoted by the steady demand (noted below) for casein.

As many as 3,554 cases of **cheese** were exported in 1928, and the technical problems of cheese making engage the attention of an official expert. Experiments show that the climate is naturally suitable for the production of cheeses of the Cheddar, Cheshire, Leicester and Derby types, and good Cheddar has been produced at Tandil. The local market is almost fully supplied from local sources and the export of casein has almost completely superseded that of cheese.

The output of **casein**, doubling in half a dozen years, exceeds 20,000 tons and equals possibly three-fourths of the world's supply. It has varied uses in industry, notably in the manufacture of buttons, galalith fancy articles and in paper making. The United States and Germany are the principal markets for Argentine casein. Export, 1928, 17,800 tons.

Eggs and Poultry :—Large areas are suitable for poultry-farming and in parts of Entre Rios Province the production of fowls and eggs for market has extended considerably. Information on the subject for the instruction of smallholders is circulated by the Government and some special facilities have been afforded by the transport of poultry and eggs. The export season extends from mid-August to the end of November. Table fowls, inclusive of turkeys for the English Christmas, are exported in refrigeration. Export, 1928, 48,348 boxes, of which Great Britain took 27,000 boxes.

Bee Culture :—Except in Mendoza and in the irrigated Rio Negro territory—the two sources of fine-flavoured honey—little attention has been bestowed on the production of honey and beeswax for market. Great tracts of country carry eminently suitable flora and it has been shown in Buenos Aires Province that good honey harvests can be obtained in three months. The production of honey has increased, and from 133,000 hives in 1927 the yield was returned as 4,568,400 kilogrammes. Satisfactory prices are obtained for the article in London.

MINERAL WEALTH.

Petroleum :—Oil is obtained on a small scale in the Northern Andine region, at Tartagal in Salta, and Sosneado in Mendoza, whence a larger supply is anticipated. The principal sources are in the South, and at Comodoro Rivadavia, on the Chubut coast, 732 wells were in production at December 31, 1927, 470 of them Government-owned. The output for 1928 was 1,303,031 cubic metres. Oil from this point is conveyed by tank steamer to the national distillery at La Plata. Large sums have been spent in electrical equipment. The oil is asphaltic with about 10 per cent. of light products. Oil with about 60 per cent. of light constituents is obtained at Plaza Huincul (Neuquén Territory). The total production for the Argentine in 1928 was 1,442,010 cubic metres, as against 1,371,963 in 1927. The Yacimientos Petroliferos Fiscales is the oil-controlling department of the Government. Oil is used increasingly as fuel upon the railways.

Minerals other than oil have been ascertained to exist in considerable quantity in the Andine region, but the deposits have been little exploited.

The most important gold deposits are found in the territory of Los Andes, and parts of Jujuy, Salta, and Catamarca. Auriferous seams and quartz deposits exist in the provinces of San Juan, Mendoza, Córdoba, San Luis, and the territory of Neuquén.

The zone of Puna de Atacama (comprising Los Andes and parts of Jujuy, Salta, and Catamarca) is the chief silver-bearing region. Next comes the district of Famatina, in La Rioja.

In the north of Argentina the best-known deposits of copper lie in the district of San Antonio de los Cobres in the Puna de Atacama and in the province of Salta. Important deposits exist in the Capillitas district of Catamarca and in Famatina. Wolfram and tin are found in the provinces of San Luis, Catamarca, and La Rioja. Vanadium veins form part of the Andine mineral system. Manganese has been found in abundance in Córdoba, Santiago del Estero, and Tucumán, with iron ore in conjunction. Sulphur has been worked to some extent with asbestos, mica and talc. About 4,000 tons of lead ore are produced annually.

Salt deposits are numerous. Great salt beds occupy the lower half of the extensive undrained basins of the central provinces, and the best known are the "Salinas Grandes" in the Puna de Atacama. Other important sources are near the coast, such as Salinas Chicas, near Bahia Blanca. Borate fields are worked in the Puna region and elsewhere. Building stone, the ornamental stone known as Brazil onyx, marble and clay are worked in many places. The Malagueño limestone quarries, in Córdoba, are important.

Coal is worked in a small way in Mendoza and San Juan, and strata exist southwards in Neuquén and Chubut. The quality is low and the deposits are remote.

FOREIGN TRADE.

The foreign trade of Argentina, according to the calculations of the Argentine economist, Engineer Alejandro Bunge, constituted on the basis of 1923 returns, 50·10 per cent. of the total foreign trade of the ten South American Republics. On a per capita calculation the comparison was: Gold pesos, 159 per head, Argentina; gold pesos, 33 per head, the Rest.

The National Statistical Department reports the following:—

	Imports. "Real" Values.	Exports.	Total Trade. Gold Pesos.
1928	904,704,000	1,029,666,000	1,934,370,000
1927	856,804,404	1,009,325,088	1,866,129,492
1926	822,496,497	792,178,522	1,614,675,019

The course of Argentine trade is thus traced in Index numbers.

	Imports.		Exports.	
	Quantity.	"Real" Value.	Quantity.	Value.
1910	100	100	100	100
1920	85·6	246·5	171·6	268·4
1922	88·4	181·8	135·1	173·7
1924	108·1	218·4	191·3	260·0
1925	121·0	231·1	134·3	223·1
1926	126·1	216·8	163·1	203·6
1927	133·6	225·8	248·7	259·1

In the trade between Argentina and Great Britain the value of exports from Argentina heavily exceeds that of imports from Great Britain. The particulars below are those issued by the Board of Trade:—

	British Exports to Argentina.	British Imports from Argentina.	Balance.
1926	£23·0	£67·5	£44·4 millions
1927	26·9	76·5	42·5 ,,
1928	31·2	76·7	45·5 ,,

NATIONAL DEBT.

Particulars of the consolidated debts are taken from the Presidential Message :—

Consolidated Debts.	Internal.	External.
	Argentine Paper.	
June 30, 1929 ..	$1,152,040,643	$1,556,320,501

The floating debt of $408,441,000 at December 31, 1927, is exclusive of State railway obligations and some minor balances.

British Capital :—The amount of British capital invested in Argentina and quoted upon the London Stock Exchange was £420,375,352 at the end of 1928, or £63,000,000 more than in 1913. Of this sum, £236,500,000 is represented by railway securities.

A recent estimate places the total foreign capital invested in Argentina at about £800,000,000, of which £420,375,000 stands to Great Britain's account, about £85,000,000 to that of France, and £70,000,000 to that of the United States.

A British Economic Mission, headed by Lord D'Abernon, investigated the industrial, commercial, and financial relations with Argentina and Brazil in 1929. An all-British exhibition will be held at Buenos Aires in March–April, 1931.

The **import tariff** in Argentina is in the main a valuation tariff. Values are assigned to goods belonging to particular classes and duties are levied upon these bases. Upon certain selected articles the duty is specific and levied upon the weight of the material.

INDUSTRIAL DEVELOPMENT.

The primary manufacturing industries are those based upon Argentine supplies of raw material, such as the meat packing, flour milling, sugar refining, wine making, quebracho extracting, tanning, brewing and baking businesses. Of several of these mention occurs elsewhere.

The number of industries and the variety of their products increases. The most important are : Cotton and wool spinning and weaving, knitted goods, jute bags, apparel, felt and straw hats, boots and shoes, iron and steel, brassware, tinplate working, bedsteads, electrical fittings, confectionery, preserved foods, beer, wine and mineral waters, tobacco, alcohol, perfumery, paper and printing, cardboard, soap, candles, vinegar, sugar refining, chemicals,

paints and varnishes, glassware, cement, tiles, tanning, leather goods, oil crushing, petroleum refining, sawmills, woodworking, furniture, vehicles, granite and stone.

Flour Milling has risen to the front rank of Argentine industries, and has an annual production second only to the meat-packing industry. The mills number 300, of which only 30 have a capacity exceeding 80 tons per day. The annual output has been latterly 1,000,000–1,300,000 tons, of which about 15 per cent. is exported, chiefly to Brazil.

Oil-crushing and oil-cake making are carried on chiefly for national requirements. Ground nuts, linseed, colza, cotton, and castor are the chief materials used, in quantities up to 100,000 tons a year.

Cement is manufactured at five separate works to an estimated total of 233,000 tons per annum, or about one-third of the total consumption.

The annual production of **beer** of about 35 million gallons is of good quality and sold at comparatively low prices.

The output of local **cigarette** factories is estimated at 500 million packets (12 cigarettes) annually.

Railways :—The country is immeasurably the best served part of South America in respect of rail communication. At the end of 1929 the mileage open to traffic, and inclusive of provincial and secondary lines, was 23,737. Particulars of the chief lines are given in the later chapter " Railways of Latin-America." Diagrams to show the areas served by the individual undertakings appear in the present chapter. The railways convey some 46 million tons of traffic and (including the suburban traffic of the capital) about 134 million passengers per annum.

The railway system is in course of gradual extension by the addition of branches to the existing British-owned railways, on which the highest standards of engineering practice are maintained, and by the construction of lines in new districts under the general administration of the Argentine State Railways, Buenos Aires.

The Federal Government asserts its right to intervene in adjusting railway charges, and as the result of an official inquiry various railway companies were called upon to reduce their tariffs in 1928.

Roads are, in general, more difficult of construction than railways, as road metal is not plentiful, and the foundations are often difficult. Distances between populous centres are great, and other employments are found for the available class of labour. Road-making in the vicinity of railway stations is obligatory upon the railway companies, and a fixed percentage of their net receipts has to be applied to that work. Cement-surfaced roads have been found preferable to macadam in the suburban districts.

BRITISH EMBASSY IN ARGENTINA.

RESIDENCE.	RANK.	NAME.
Buenos Aires ..	Ambassador Extraordinary and Plenipotentiary.	Rt. Hon. Sir Malcolm Arnold Robertson, K.C.M.G., K.B.E.
	Counsellor	
	(Acting)	E. Millington Drake.
	Commercial Counsellor	H. O. Chalkley, C.B.E.
	Superintending Archivist ..	Chas. F. A. Bristow, O.B.E. I.S.O.
	Archivist	E. Lamb.

BRITISH CONSULATES IN ARGENTINA.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICTS.
Buenos Aires ..	(M) Consul-General	H. W. Wilson, C.B.E.	
	Vice-Consul ..	A. E. Yapp, M.C. ..	
	Vice-Consul ..		
	Vice-Consul ..	Robert John Knox ..	Argentine Republic with the exception of the provinces of Santa Fé, Córdoba, Corrientes, and Entre Rios.
	Vice-Consul (Acting)	A. H. B. Perkins ..	
San Julian[1] ..	Vice-Consul ..	W. H. Cowell ..	
Santa Cruz[1] ..	Vice-Consul ..	L. A. Harris ..	
Bahia Blanca[2] ..	Vice-Consul ..	G. H. Walsh	
Gallegos ..	Vice-Consul ..	F. L. Bell	
La Plata ..	Vice-Consul ..	S. H. Puleston ..	
	Pro-Consul	Wilfrid Puleston ..	
Mendoza ..	Vice-Consul ..		
Port Madryn ..	Vice-Consul ..	H. C. H. James ..	
Rosario ..	(M) Consul	H. W. W. Bird ..	Provinces of Santa Fé, Córdoba, Corrientes and Entre Rios.
..	Vice-Consul ..	Alexander S. Nolan	
Santa Fé ..	Vice-Consul ..	Robert H. Smiles ..	
Villa Constitución	Vice-Consul ..	A. E. Puleston (Acting)	
Magallanes (Chile)	Consul	J. Bowering ..	Argentine portion of Tierra del Fuego, and the Territory of Santa Cruz, S. of River Coyle.

ARGENTINE EMBASSY AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (30 Grosvenor Gardens, S.W.1. Private Residence, Ritz Hotel, W.1)	Ambassador Extraordinary and Minister Plenipotentiary.	José Evaristo Uriburu.
	Counsellor of Embassy ..	Paulino Llambi Campbell.
	First Secretary	Carlos Miguens.
	Second Secretary	Carlos Echague.
	Naval Attaché	Commander Guillermo Ceppi.
	Military Attaché	Lt.-Col. Samuel A. Casares.
	Attachés	Julián Duggan; Ricardo C. Quesada; Ricardo Blamey Lafone; Adolfo Scilingo.
	Commercial Attaché ..	Juan E. Richelet.

RESIDENCE.	RANK.	NAME.
London .. .. .. (7 Gower St., W.C.1)	Consul General	Ernesto C. Perez.
Liverpool	Consul	Arturo Parker.
Cardiff	Consul	Arturo Ferreyra.
Newport, Mon.	Consul	Roberto Scaricabarozzi.
Newcastle-on-Tyne ..	Vice-Consul	Walter Lee.
Glasgow	Consul	Francisco Torromé.
Southampton	Consul	Bernardo S. Vilela.
Swansea	Vice-Consul	—
Hull	Vice-Consul	Wm. Fenton.
Aberdeen	Vice-Consul	A. T. Cruickshanks.
Middlesbrough	Vice-Consul	J. W. Brown.
Birmingham	Vice-Consul	J. B. Hale.
Bristol	Vice-Consul	Maurice C. Houlder.
Bradford	Vice-Consul	Douglas Hamilton.

POSTS AND TELEGRAPHS.

Postage Rates :—Inland and to Spain, U.S.A., Bolivia, Colombia, Paraguay, Peru, Uruguay, and Brazil: For each 20 grammes or fraction, 5 cents.

To Chile, first 20 grammes 10 cents; 5 cents thereafter.

To other foreign countries, 12 cents per 20 grammes.

Outward mails are dispatched at frequent intervals by Royal Mail and other Lines. Letters from the U.K. for dispatch via France by air mail are due in Buenos Aires in about 9 days and require in addition to the ordinary postage prepayment at the rate of 4s. 2d. per half ounce.

Telegraph Rates :—Ordinary, first ten words (including name and address), 20 cents; each additional word, 6 cents; maximum limit, 100 words. Telegrams in foreign languages, double tariff.

Cable Rates :—There are eleven cable routes for communication with Europe. The ordinary rate per word is 2s. 4d. to England; with reduced rates for deferred messages.

There are 12 **wireless** stations. All ships with crews of fifty or over touching at Argentine ports have to be equipped with wireless. The high-power station of the Transradio Internacional at Monte Arande is in communication with the chief European capitals.

There is a limited **telephone** service between London and Buenos Aires.

Broadcasting is practised from several stations, and market reports of interest to farmers are disseminated in addition to programmes of entertainment.

PRESS.

The principal publications are :—

Buenos Aires Dailies : "La Prensa," "La Nación," "La Razón," "El Diario," "La Epoca," "La Vanguardia," "Ultima Hora," "Crítica," "La Acción," "El Mundo."

British Dailies : "The Standard," "The Herald."

Reviews : "Caras y Caretas," "Fray Mocho," "El Hogar," "El Mundo Argentino," "Atlantida," "Billiken," "Tit-Bits," "Plus Ultra," "Para ti."

English Language : "Argentine Weekly," "Review of the River Plate," "The Times of Argentina."

CURRENCY, WEIGHTS AND MEASURES.

Currency :—Gold is not in internal circulation, but the basis of the monetary system is the gold dollar, or peso oro, sometimes known as oro sellado (coined gold), and written $o/s. Gold is the normal currency in external transactions and the gold peso has a par value of 47·619 pence, equivalent to $5·04 to the £ sterling or $10·364 to the U.S. 10-dollar piece. The legal weight (8·0645 grammes) of the "Argentino," or 5-peso gold piece, corresponds closely to that of the British sovereign.

Paper dollars form the chief circulating medium and the oro papel or moneda nacional, written $m/n, bears a fixed relation to gold. Under the Law of 1899, notes are convertible at the rate of 44 centavos. The paper dollar has a par value of 20·053 pence, equivalent to $11·4545 to the £ sterling or $23·5545 to the U.S. 10-dollar piece.

The currency in actual use consists of paper notes ranging from $1·000 to 50 centavos; nickel coins of 20, 10 and 5 centavos and copper 2 and 1 centavo pieces. The par equivalents of the fractional currency are :—

5	centavos	=	1·04 pence
10	,,	=	2·09 ,,
20	,,	=	4·19 ,,
50	,,	=	10·49 ,,

WEIGHTS AND MEASURES.

The legal system is the metric, but the Spanish system is also used, and in some places the old Argentine system :

WEIGHTS.

1 Grano	=	0·769273 grain (avoirdupois).
1 Adarme (36 granos)	=	27·693832 grains.
1 Onza (16 adarmes)	=	1·012803 ounces.
1 Libra (16 onzas)	=	1·012803 pounds.
1 Arroba (25 libras)	=	25·320080 pounds.
1 Quintal (4 arrobas)	=	3·617153 quarters.
1 Tonelada (20 quintals)	=	0·904288 ton.

LINEAL MEASURES.

1 Pulgada	=	0·947086 in.
1 Pie (12 pulgadas)	=	0·947086 ft.
1 Vara (3 pies)	=	0·947086 yd. 2·841258 ft.

1 Legua (Spanish) (league) = 6,000 varas = 3·228703 miles.
1 Legua (Argentine) (league) = 3·106912 miles.
In Buenos Aires Province, 1 square league = 1,600 squares = 6,672 acres.
National lands, 1 square league = 1,600 squares = 6,177·85 acres.

CAPACITY (LIQUID).

1 Cuarta	=	1·04552 pints (0·52276 quart).
1 Frasco	=	4·18208 pints (2·09104 quarts).
1 Galón	=	6·691328 pints (3·345664 quarts).
1 Barril	=	66·91328 quarts (16·72832 gallons).
1 Pipa	=	401·47968 quarts (100·36992 gallons).

CAPACITY (DRY).

1 Cuartilla	=	7·549188 gallons (0·9436485 bushel).
1 Fanega (4 cuartillas)	=	30·196752 „ (3·774594 bushels).

CUSTOMARY MEASURES.

The average weights of standard packages or Argentine produce, are as follows :—

Bale of Wool	.. ..	420 kilos.	Bale of Hay (alfalfa)	..	50 kilos.
„ Sheepskins	.. ..	400 „	Pipe of Tallow	.. ..	400 „
„ Hair	.. ..	400 „	Cask of „	.. ..	160 „
„ Goatskins	.. ..	370 „	„ Butter	.. ..	25 „

Weights in Use for Hides and Sheepskins.

A pesada of dry hides (35 libras)	=	35·448105 pounds.
A pesada of salted hides (60 libras)	=	60·76818 pounds.
A pesada of washed sheepskins (30 libras)	=	30·38409 pounds.

PUBLIC HOLIDAYS.

January 1. New Year's Day.
January 6. Epiphany.
March 19. San José.
May 25. Independence Day.
June 29. Saints Peter and Paul.
July 9. Proclamation of Independence.
August 15. Assumption.
August 30. Santa Rosa de Lima.
October 12. Discovery of America.
November 11. San Martin, Patron Saint of Buenos Aires.
December 25. Christmas Day.
Carnival : Shrove Monday and Tuesday.
Easter : Thursday, Friday and Saturday.
Ascension Day. Corpus Christi.

SETTLERS IN ARGENTINA.

Immigration :—The laws have long favoured the immigration of farmers, labourers, and artisans of less than 60 years of age, seeking to settle in the country. On arrival, the immigrant is lodged free for five days at Government expense in the Immigrants' Hotel, a model establishment which houses as many as 4,000 persons at one time. According to the books of that institution 165,540 men, chiefly from Italy, Spain and Poland, entered the country in 1927. Immigrants' baggage, tools and furniture are free of customs duties.

The immigrant can change his money without cost, at a branch of the National Bank. He is instructed in his own language by cinematograph lectures as to the agricultural and industrial conditions of the several parts of the country, and he with his family is carried gratis, by rail or steamer, to the point where he wishes to reside. If taken ill in the Immigrants' Hotel, board, lodging, and medicine are provided at the expense of the State.

Since 1857, nearly 6 million immigrants have arrived of whom about 2,400,000 remain. It should be added to remove misconception

that members of the negro races in Argentina are insignificant in number.

The rate of arrivals from Europe has been diminishing and the causes of the diminution have received a good share of public attention and discussion. "It is regrettable," declared the President of the Republic, "that immigration does not increase. . . . Argentine Consuls abroad report that good agricultural immigrants with small capital from Italy, Germany, Hungary and elsewhere will only come in large numbers when assured that they can buy good and well-situated land on reasonable terms."

Land for Settlers :—Of the 691 million acres composing the area of Argentina about one-fifth are accounted for by forests, towns, villages, rivers and mountains; more than 384 million acres are available for agriculture or stock-farming, or enough to support about 100 million people.

The acquisition of land for agriculture is still comparatively easy, but the market prices of good rural properties are not low. The price varies greatly according to the situation. At 50–100 miles from Buenos Aires land may be worth over £16 per acre. At 250 miles distance there is land at £8 an acre, and in the Pampa and the southern territories land can be got at £1 to £3 the acre. Agricultural land is frequently sold by annual payments spread over four or five years.

The Government owns State lands and sells and lets them at low prices. Suitable for agriculture, these are still more so for stock-breeding, on account of their situation and transport facilities.

Colonization : -The system of small ownership of arable land is less general than arrangements for sharing the produce of small parcels of land with the landowner. It is recognized that the country has reached a stage at which the settlement of pioneer immigrants should be encouraged by the grant of land, and attempts have been made at legislation providing for the compulsory breaking up of estates into small holdings. "The peon tenant or profit-sharer in whom the sense of ownership is absent," said the Presidential message to Congress of October 1924, "does not receive in his small salary or profit, sufficient inducement to cultivate the land well and with affection . . . We require more farms and farmers."

A scheme of land settlement, devised with this fact in view by the chief railway companies, has been approved in principle by the Government. A joint undertaking, the Railways Colonization Consortium, has been formed to take charge of lands situated in the regions served by the several lines. The companies agree to forgo profit on the sale of land to colonists, to accept payment for land, buildings and plant by instalments, and in some conditions to advance funds to suitable settlers. The scheme provides for the formation ultimately of co-operative stores and the creation of village centres; each railway company superintending the areas along its own route.

There are State lands in Patagonia available for settlers suitable for sheep-farming. In the cotton-growing districts of the Chaco, in Corrientes, Salta, and Tucumán, close settlement is being encouraged by the Provincial Governments. It is proposed, however, to introduce small holdings upon lands in the centre of the country at present occupied by large estates.

In the Rio Negro valley a few thousand acres have been converted into irrigated smallholdings by the initiative of an Italo-Argentine company, and homesteads have been set up, preferably for Italians already experienced in Argentine conditions. An irrigation canal constructed by the Great Southern Railway for the National Government flows for 120 kilometres from the River Nequen, above the confluence with the River Limay, to the valley of the Rio Negro. It irrigates about 60,000 hectares, which are rapidly being colonized.

The Jewish Colonization Company, founded by Baron Hirsch in 1892, owns over half a million hectares in Buenos Aires, Santa Fé, Entre Rios, Santiago del Estero, and La Pampa. The Association sells land to colonists at cost price in lots of 25–400 hectares and makes advances of funds. The capital of the colony is Rivera, to which a line is being built from Carhué.

Rents in Buenos Aires:—"Before the war," to quote 'The Review of the River Plate,' June 13, 1924, "it was reckoned that a fair compensation for transfer from England to Argentina would be an income just double that received at home. We do not think that this basis of reckoning need be changed to suit existing circumstances."

Rent and clothes are the two necessaries which are conspicuously dearer than in England. Small houses are scarce in Buenos Aires.

House-rents, notably of five or six-roomed "casas," have receded somewhat from the high level of 1919–25 and the reduction is more appreciable in respect of them than of flats (departamentos) affording similar accommodation. It was for some years necessary to pay £180–£300 for middle-class habitations which are now obtainable at somewhat lower rents.

Wages :—Factory wages are approximately $6.50 per day (men), and $4 (women). The minimum wage for Government employees is $6.40 for persons over 18. Rural wages are upon a lower level and the rural cost of living is low.

Index numbers show that, taking 100 as the basis figure for 1914, the cost of living had advanced by 1926 to 133, and wages to 175.

National Flags :—Foreigners are not allowed to hoist their national flags in the Argentine without special permission, and then the condition is made that it shall be flown with, and to the left of, the Argentine flag.

TOURS IN ARGENTINA.

An idea of the cost of touring Argentina and portions of the neighbouring countries is obtainable from the prices of the combined railway and hotel tickets issued by tourist agencies. The costs show a natural variation relative to the distances covered, the periods of sojourn, and class of hotel. The following itineraries are given as typical summer excursions. Notably at the seaside hotels a considerable reduction is made to travellers "en matrimonio" and in winter some hotel charges are reduced. The particulars are given as approximations only, not as binding quotations. The prices are in "moneda nacional" of a par value of 20·95 pence, at which rate $100 = £8 14s. 7d.

SUMMER EXCURSIONS.

Buenos Aires—Bahia Blanca—Patagones—Bariloche and the Southern Lakes, returning via Valdivia—Concepción—Santiago—Valparaiso and the Transandine Railway.

Per person $850 with 11 days hotel, or $980 with 22 days hotel.

Buenos Aires—Mendoza—Cacheuta—Puente del Inca—Santiago—Valparaiso and return.

Per person $650 with 12 days hotel.

Buenos Aires—Mendoza—Cacheuta—Puente del Inca and return.

Per person with 6 days hotel $350.

Buenos Aires—Bahia Blanca—Patagones—Bariloche—Lago Nahuel Huapi and the Parque Nacional and return.

Per person $450 (14 days).

Buenos Aires—Mar del Plata and return.

Per person, 6 days' stay, $226 to $107, according to class of hotel.

Buenos Aires—Necochea and return.

Per person, 6 days' stay, $161 to $126, according to class of hotel.

Buenos Aires—Alta Gracia and return.

Per person, 7 days' stay, $358 to $400 hotel de luxe. Per person, 6 days' stay, $139, family hotel.

Buenos Aires—Córdoba and return.

Per person, 6 days' stay, $144.

Buenos Aires—Tandil and return.

Per person, 7 days' stay, $290 to $257, according to class of hotel.

Buenos Aires to Santos by steamer, excursion to Guarujá (one day hotel in Santos); São Paulo by train (2 days hotel in São Paulo); Rio de Janeiro by train (4 days hotel in Rio), ascents of the Sugar Loaf and Corcovado mountain, and return to Buenos Aires by steamer.

Per person $475.

THE SIERRAS OF CÓRDOBA.

The Sierras of Córdoba, with their dry climate, and moderate altitude, have been most frequented by summer visitors, but the district is agreeable at all times of the year. Córdoba is readily accessible in comfortable trains over the Central Argentine Railway and it makes a convenient centre for excursions over the excellent hill roads. The Central of Córdoba Railway and a State railway line serve the district, and these, together with the motor roads make exploration easy. The hotel accommodation is unexceptionable at Alta Gracia, in the southern portion of the Sierras and of a good

class at other points, notably La Falda, La Cumbre, San Esteban, Los Cocos, Capilla del Monte and Ascochinga.

The irregular contour of the region leaves a considerable choice of altitudes and of surroundings, with varying opportunities of sport or recreation. More copious particulars concerning the chief points are to be found classified among Argentine towns and pleasure resorts and these may be consulted in addition to the brief recapitulation hereunder :—

Alta Gracia, altitude 1,900 ft. Recreations, motoring, walks, climbing, tennis, golf.
Ascochinga (via Jesus Maria), altitude 2,600 ft. Good winter fishing; shooting from May to September; game not plentiful; pumas to be found in the hills.
Bialet Masse (Santa Maria), altitude 1,800 ft. Notable scenery, motoring, riding.
Capilla del Monte, altitude 3,000 ft. Game and fish scarce, but pumas, condors and foxes exist in the hills. Tennis, golf, and target shooting good.
Cosquin, altitude 2,200 ft., on the banks of the river; beautiful surroundings, with a dry, healing air.
Cruz Chica, altitude 3,500 ft. Swimming, tennis, climbing, good motoring, riding, walking.
Dean Funes, altitude 2,300 ft. Good roads, good shooting April to September.
Jesus Maria, altitude 1,650 ft. Recreations : good trucha, dorado, and carpa fishing in winter; game in season, wild goats and foxes plentiful. Sporting permits required from the owners of estancias La Paz, Sta. Catalina, and San Jorge.
La Calera, altitude 1,500 ft. Shooting May to July; trout fishing.
La Cumbre, altitude 3,500 ft. Trout streams with good fishing November to April. Swimming, golf, and tennis.
La Falda, altitude 3,000 ft. Pleasant at all seasons. Little fishing, good partridge and hare shooting.
Mar Chiquita, a salt-water lake near La Para station in the north-east; a watering-place.
San Esteban (Los Cocos), altitude 3,500 ft. Golf, tennis, climbing, swimming.
Villa Dolores, altitude 1,700 ft., at the foot of the hill. Shooting : partridge, martinetta, and hare.
Valle Hermosa, altitude 3,350 ft. Recreations : riding and motoring.
Yacanto, altitude 2,900 ft. Near Villa Dolores, at the foot of Mount Champaqui, Tennis, golf, swimming, riding, climbing.

Complete arrangements for the journey and for hotel accommodation can be made through the Buenos Aires ticket agents.

THE SOUTHERN LAKES.

Summer excursions to Lake Nahuel Huapi are organized by the Southern Railway at rates inclusive of train, motor and launch fares as well as of hotel expenses. Trains leave Constitución Station, Buenos Aires, on Friday evenings for Bahia Blanca and Patagones. A State railway train is taken from Viedma, on the south side of the river, and railhead (K559) is reached on Monday morning. The journey is continued by Government motor-car to Bariloche (3½ hours). One alternative is to take steamer from the capital to Viedma and there join the train.

During the summer months Lake Nahuel Huapi can be reached in 48 hours from Buenos Aires by a special service of sleeping cars from Constitución Station, Buenos Aires. The train runs to Zapala and the traveller has the option of continuing his journey by motor-car either from that point or from Neuquen. The route from Zapala

leads through San Martín de los Andes and some of the most striking scenery of the Cordillera.

From Bariloche on the lake shore a route can be followed through the lakes to Puerto Montt (Chile). The route crosses the lake to Puerto Blest, and continues by mountain track to Lake Frias and the village of Peulla on Lake Todos los Santos, giving views of Mount Tronador. A separate track leads to Lake Llanquihué, Puerto Montt, and the Chilean railway system.

Puerto Montt is accessible also by stage from Zapala (Southern Railway) via Junín de los Andes and San Martín de los Andes; the latter a picturesque village, mountain-ringed, with the volcano peak of Chapelco in full view. The Southern Railway can be rejoined at Allen by a track skirting the River Limay.

A 48-ton steamer, the "Condor," carries passengers and mails among the lakes, and besides a Government launch, there are private sailing and motor boats. The scenery is reminiscent at once of North Wales and the Scottish Highlands, and the season, December to mid-March, shows it at its best.

From Bariloche short excursions can be undertaken by motor-car to Llao Llao Peninsula and Lake Moreno (27 kilos); to Lake Gutierrez (17 kilos); to Cerro Campanario, 1,000 ft. above Nahuel Huapi (20 kilos); to Huemul Peninsula (50 kilos); and to Traful (75 kilos) up the valley of the Limay River.

RIVER JOURNEYS.

The rivers afford one means of visiting the north of Argentina. There are weekly departures of passenger-carrying steamers up the Paraná River to Corrientes, where transhipment can be made for Posadas (Misiones Territory), or Asunción (Paraguay); with the opportunity of taking a further steamer to Corumbá (Brazil).

Two steamers a week ply on the Uruguay River as far as Concordia and Salto. The rivers are available also for shorter tours.

A weekly Mihanovich steamer from Buenos Aires affords a pleasant means of reaching **Santa Fé** and **Paraná**, with brief calls at Rosario and Diamante. The outward steamer leaving at noon on Wednesdays arrives at Santa Fé at 4.30 p.m. on Thursdays. The excursionist has 70 hours in which to explore Santa Fé and to cross to the neighbouring provincial capital, Paraná.

The return journey begins at 9 a.m. on Sunday, and Buenos Aires is reached at 8 a.m. on Monday. The more interesting part of the journey is accomplished in daylight. The banks of the river are picturesque, and a good sight is obtained of Rosario and its surroundings. The ticket ($70) includes board and lodgings in Santa Fé, as well as all steamer charges.

Steamers de luxe fitted with the refinements of ocean liners make the journey daily to Montevideo. There is communication twice a week with Colonia, Conchillas, and Carmelo (Uruguay).

RIVER DISTANCES FROM BUENOS AIRES.

Paraná River.		Paraguay River.	
Rosario	227 miles.	Formosa	782 miles
Santa Fé	318 ,,	Asunción	883 ,,
Corrientes	652 ,,	Concepción	1,108 ,,
Posadas	835 ,,	Bahia Negra	1,468 ,,
Iguazú	1,035 ,,	Corumbá	1,618 ,,

THE IGUAZU FALLS.

The Falls and Cataracts of Iguazu exert a first claim upon the attention of the sightseer. They are in the Misiones Territory, in the wild country abutting upon Paraguay and Brazil. They rank in grandeur with Niagara and the Victoria Falls and their reputation arises in part from their great size and partly from the beauty of the great number of cascades.

The most favourable season for a visit is May to November. The journey is made by rail and river steamer or by steamer, and may be combined with visits to Asunción and other points in a round trip from Buenos Aires.

The Iguazu River is a tributary of the Paraná, from which the Falls are 19 kilometres. The word is Guarani for "Great Waters." The river rises in the hills of Curityba (Brazil) and receives the waters of some thirty affluents. The Falls are notable, not only for their size, but for the luxuriance of the surrounding vegetation.

Above the main falls the river opens out to a width of 4,000 metres, interspersed with wooded islets. Cataracts extend for two miles above the 200-ft. precipice over which the water pours on a frontage of approximately 2,500 metres. The height is reputed to exceed that of Niagara by some 30–40 ft., and the width by one-half, but many of the cataracts are broken midway by ledges of rock. The months of May and July, in which the river is normally in flood, are not regarded as the best for spectacular effect, although the rushing water in its surroundings of begonias, orchids, ferns, palms, bamboos, bushes, and creepers, haunted by magnificent butterflies, is always of a majestic beauty.

The several falls possess distinctive names. Of those on the Argentine side the Two Sisters are the chief, and the Bossetti, the most turbulent and picturesque, is usually crowned by a rainbow, as are the smaller San Martín Falls. Mitré, the Three Musketeers, and the Devil's Throat, are best seen from an island, reached by canoe.

To see the falls on the Brazilian side it is necessary to cross from Puerto Aguirre to Foz de Iguazu, and traverse Brazilian territory.

Waterproofs and sandals are requisite in making close inspection, and especially for those who undertake the rope ladder descent.

By Rail from Buenos Aires :—The itinerary combines the Entre Rios and North-eastern Argentine systems. The journey is comfortable, economical, and picturesque. The trains have sleeping and restaurant cars, good meals and wines.

The train leaves Lacroze station, Buenos Aires, westward, passing Lynch, Caseros, and a series of small stations on the way to Zarate, a port on one of the arms of the Paraná. There passengers alight and ferry across to Ibicuy. The journey continues through the Gualeguaychu plains to the heart of the province of Entre Rios, nearly parallel with the River Gualeguay, afterwards north-east to

Concordia on the Argentine bank of the River Uruguay. Thence the North-east Argentine Railway runs close by the river through Monte Caseros, Paso de los Libres, Yapeyu, Santo Tome Apostoles to Posadas, so crossing the Province of Corrientes. Posadas is reached by this route in thirty-six hours.

Steamer is taken at Posadas to Puerto Aguirre, and the intervening 12 miles to Iguazu is covered by motor-car on a macadam road.

By Steamer from Buenos Aires three itineraries are offered to the tourist:

1. Steamer up the Paraná to Corrientes and along the Upper Paraná to Posadas, thence to Puerto Aguirre. Fare $375.

2. Steamer up the Uruguay River to Salto; train from Concordia to Posadas; small steamer to Puerto Aguirre (returning by Route 1). Fare $440.

3. As in Route 2, returning from Posadas by rail to San Bernardino and Asunción and down the Paraguay and Paraná Rivers. Fare $550.

The approximate fares include first-class tickets and hotel accommodation.

Sailings are made regularly from Buenos Aires (South Dock) via the Paraná. Transhipment is made at Corrientes whence steamers leave on Monday and Thursday mornings, arriving at Posadas, where there is a comfortable hotel, in the afternoon of the following day. Steamers depart from Posadas on Saturdays. These steamers disembark passengers at Puerto Aguirre. From Puerto Aguirre the transit is by motor-car for the remaining 17 kilometres. There is a boarding-house in Puerto Aguirre, and in Iguazu the Gran Hotel (70 beds), $12-20 m/n., both comfortable.

APPROXIMATE TIMES.

From Buenos Aires to Corrientes	..	..	3 days (River Paraná).
„ Corrientes to Posadas ..	..	..	36 hours
„ Buenos Aires to Concordia	..	..	26 hours (River Uruguay).
„ Posadas to Puerto Aguirre	..	..	48 hours

The Guarani Ruins.

Near Posadas are the ruins of the old Jesuit missions, from which institutions the province of Misiones derived its name. Tourists cannot visit them all, but should not voluntarily omit a visit to the **Ruins of San Ignacio**, which are reached by motor in 2½ hours or by special launch in 5 hours from Posadas (50 kilometres). After five kilometres by horseback or coach, the remains of four squares, a cathedral, and a seminary are reached.

The **Ruins of Santa Maria** are inviting, and to visit them one returns to Posadas and re-embarks for San Javier on the Upper Uruguay, near which is the chapel of "Cerro the Monk" and a curative spring.

THE TRANSANDINE JOURNEY.

BUENOS AIRES TO VALPARAISO.

The ride westward across Argentina affords a capital opportunity of seeing the rural life of the country.

The monotony of the plains is broken by clusters of trees surrounding the farm buildings of estancias. Cattle-raising and wheat-growing are seen everywhere. Droves of cattle driven by swarthy gauchos, brightly-coloured birds rising from little lakes, and probably a driving rain of locusts, looking like a snow-storm in the sunshine, meet the eye.

The night is spent in a comfortable berth, and early next morning Mendoza is neared, bringing into sight what looks like a long line of crumpled cones of aluminium rising from the plain. These are the foothills of the Andes; a barrier through which a tunnel has been bored, ten thousand feet above the level of the sea, thus completing South America's first transcontinental railway, eight hundred and eighty-eight miles long.

Breakfast is served at **Mendoza,** and the through passenger has not time to see more of the place than can be viewed from the railway, although the town and neighbourhood repay a visit. Many leave Buenos Aires a day or two beforehand, in order to make a stay in Mendoza. The country for miles around is a huge vineyard, 2,470 feet above the level of the sea.

Through passengers to Chile exchange into narrow-gauge to traverse the mountains and the Cumbre tunnel to Los Andes, where another change is made to the broad-gauge Chilean State Railway leading to Valparaiso and Santiago. On the Mendoza-Los Andes section Pullman parlour cars are attached to the train.

Thirty-five minutes after arrival at Mendoza the narrow-gauge train resumes its journey along the beautiful Mendoza valley laden with green leaves and purple fruit. Twelve miles away are

N.B.—Passengers by the International trains to Chile are required to submit their baggage to Customs examination at Retiro Station, Buenos Aires, the starting-point of the journey. A form of Customs declaration, obtainable at the ticket offices, has also to be executed for the use of the Customs officials at Los Andes. Passports for Chile and medical certificates are requisite.

Trains are timed to run upon two days of the week. Chilean time is 44 minutes slow of Argentine time.

Buenos Aires, depart 10.30. Sunday and Thursday.
Santiago, arrive 23.42. Monday and Friday.
Valparaiso, arrive 23.42. Monday and Friday.
Valparaiso, depart 8.00. Sunday and Thursday.
Santiago depart 8.00. Sunday and Thursday.
Buenos Aires, arrive 18.15. Monday and Friday.

The timings above are provisional and subject to change. In the winter months interruptions of the service are caused occasionally by snowfalls. The first-class Pullman train, complete with dining and drawing-room cars, takes a limited number of passengers (80). Seats should, therefore, be booked in advance.

From December to April there is also a train de luxe leaving Buenos Aires at 10.30 on Tuesday, arriving on Wednesday in Valparaiso at 23.42; and another leaving Valparaiso on Tuesday, 8.00, arriving in Buenos Aires on Wednesday at 18.15.

THE TRANSANDINE ROUTE

SLEEPING ∴ DINING ∴ PULLMAN COACHES.

Constitutes the link in the Great
Trans-Continental Chain between the

ATLANTIC AND PACIFIC OCEANS

BUENOS AIRES — 37 HOURS AND 20 MINUTES — MENDOZA LOS ANDES — SANTIAGO VALPARAISO

SUMMER TIME TABLE

December to April.

Three trains weekly in both directions. Leaves Buenos Aires, Sun., Tues., Thurs., 10.30 a.m.

Arrives Santiago and/or Valparaiso, Mon., Wed., Fri., 11.50 p.m.

Leaves Santiago and or Valparaiso, Sun., Tues., Thurs., 8.00 a.m.

Arrives Buenos Aires, Mon., Wed., Fri., 6.30 p.m.

WINTER TIME TABLE

May to November.

Two trains weekly, Sun. and Thurs., in both directions.

—◁▷—

UNEXCELLED SCENERY.

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FULL INFORMATION AT :

THE ARGENTINE TRANSANDINE RAILWAY COMPANY LTD.,
River Plate House, 12/13 South Place, London, E.C.2.

THE CHILEAN TRANSANDINE RAILWAY COMPANY LTD.,
144 Leadenhall Street, London, E.C.3.

BOOKINGS FROM ARGENTINA; BUENOS AIRES:

Cia. Nacional de Transportes,
Expreso Villalonga, Balcarce esq. Moreno.
BUENOS AIRES AND PACIFIC RAILWAY, 755, Calle Florida.

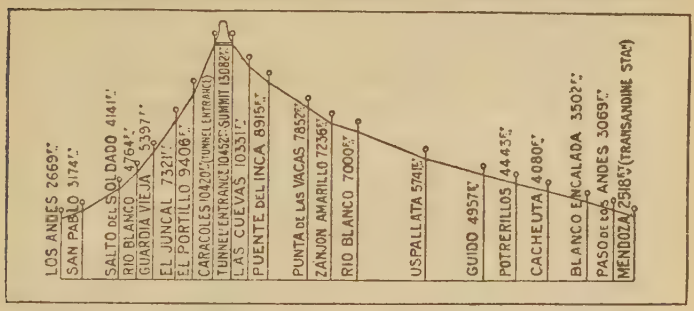
BOOKINGS FROM CHILE; TRANSANDINE OFFICES:

SANTIAGO : Calle Compañia 1295. VALPARAISO : Calle Blanco 642
LOS ANDES : State Railways Station.

THE ARGENTINE AND CHILEAN TRANSANDINE RAILWAYS:
JOINT ADMINISTRATION,
Management—Casilla 66 (Post Box)
LOS ANDES, CHILE

the foothills of the Andes, where the limit of irrigation is defined by the appearance of scrub and stunted trees upon the slopes.

The engine begins to labour up the gradients. A curve reveals a crevice out of which the River Mendoza debouches on to the plain. In the foothills, past Cacheuta, where are mineral baths, the line curves right and left, following the river, crossing lattice-work bridges and rushing through short tunnels. The railway follows an old trail over which primitive people passed for centuries before the coming of the Spaniard who named it "Camino de los Andes."



THE CLIMB AND THE DESCENT; WAYSIDE STATIONS AND THEIR ALTITUDES.

Well in the heart of the mountains, the River Mendoza is still in close attendance. The train, ever mounting, draws its load past a number of typical Transandine railway stations. Beyond Uspallata is a vast, open, undulating plain, wild and bare, with dried bushes and cactus as the only vegetation. On the edge of the plain, behind, on either side and in front, are mountains, grey, gaunt, and barren. Upon the other side of the plain the valley narrows until Rio Blanco or White River is reached, and their mountain torrents rush into the river, churning the waters.

Up the Tupungato valley is seen the noble snow-clad cone which gives its name to the valley. One of the giants of the Andes, it rises 22,451 feet above the sea. It comes into sight at forty miles' distance. Then are passed a fine mass of pinnacled rocks, "Los Penitentes." The high rocks give the impression of a Cathedral, and the smaller sharp rocks on the slopes might almost be monks marching up to the Cathedral. On the other side of the ridge is a glorious view of the monarch of the Andes—Aconcagua, spotlessly white, sharply cut against an azure sky.

Puente del Inca, 8,915 feet above the sea, is the best point of departure for excursions in the Andine valleys, or for the ascent of Aconcagua (22,850 feet), the loftiest mountain in the Western Hemisphere. Here also the journey may be broken by visitors to the noble "Christus" statue surmounting La Cumbre Pass upon the frontier. The pedestal carries inscriptions :—

"Antes se reducirán a polvo estas montañas, que los pueblos de la Argentina y Chile rompan la paz que a los pies de Cristo Redentor juraron mantener."

("Sooner shall these mountains crumble into dust than the peoples of Argentina and Chile break the peace which at the feet of Christ the Redeemer they have sworn to maintain.")

As set forth upon a separate inscription, the statue was erected by the organized workers of the Argentine Republic for settled peace between the Argentine and Chilean peoples :—

"Los circulos de Obreros de la República Argentina a Cristo Redentor por la paz definitiva entre Argentinos y Chilenos 1902–1904. Presidentes : Julio A. Roca; Germán Riesco. Ministros : José A. Terry, José F. Vergara Donoso, Joaquín N. Gonzalez, Carlos Concha."

Leaving Puente del Inca, the train climbs the Paramillo de los Horcones, passing over the high-level bridge that spans the Horcones River. The Paramillo is the moraine of an ancient glacier, on the flanks of Aconcagua. After a comparatively level stretch of valley, the train climbs by rack rail through the narrow gorge of the "Paramillo de las Cuevas," which before the boring of the tunnel through the Cumbre was the terminus of the Argentine Transandine Railway. The tunnel is 90 yards short of two miles long, and its length is 27 yards short of its height above sea-level.

From the tunnel on the Chilean side at Caracoles, the descent, at first winding and of a slight gradient, suddenly becomes very steep. Between Caracoles and Portillo lies perhaps the grandest rock scenery in the world. No word-picture gives any conception of the prodigious grandeur of the snow-clad, towering, sharp-pointed peaks, standing in relief against the blue of the sky, nor do photographs give more than a poor impression of them. At intervals on the downward course are passed small, squat refuge-huts. The River Aconcagua is now at hand. Bare rock gives place to verdure, increasing as we descend. Golden-yellow blossom blazes out. Flowers of many hues mingle with the cactus. The mountain barrier causes the clouds from the Pacific Ocean to discharge upon this side, and hence at once the verdure of the Pacific slope and the absence of rainfall upon the other side of the mountains.

Santa Rosa de los Andes, commonly called Los Andes—the terminus of the Chilean Transandine Railway—is beautifully situated, and its roads are lined with poplar trees. The line traverses the Salto by short tunnels and follows the south bank of the river. The valley widens out and cultivation extends until, on reaching Los Andes, is reached the head of a wide and cultivated valley extending to the sea. After dinner a change is made to the broad-gauge Chilean State Railway, whose turn it is to take up the route to Santiago and Valparaiso. It is a four hours' run to the latter, and three and a half hours to the former. The junction for Santiago is Llai-Llai. Presently, the end of the journey is in sight. On the right is deep blue water—the first glimpse of the Southern Pacific; then comes Viña del Mar—the Brighton of Chile—and a few minutes more brings Valparaiso.

FARMING LANDS AND FARMING LIFE IN ARGENTINA.

It may be interesting to obtain a general idea of the appearance and nature of an Argentine camp. The name "camp," in universal use, means the estancia, or ranch; and in general it means the pastoral regions as distinct from the farms or "colonias." A fair idea of the country and its ways is obtained from the train, as it usually runs through the pasture land. The land is astonishingly level and would be monotonous to one not keenly interested in farming. The fields are fenced into very large potreros, or pastures, of, say, from 100 to 5,000 acres each. Cattle, sheep, and horses usually graze in the same pastures.

A TYPICAL ESTANCIA.

The fences are wire and well built at great cost, for all wood has to be brought from the northern forests. The posts are mostly of quebracho, as hard and heavy as stone and as durable. The wires pass through the posts and are kept perfectly taut. The wires are run through the upright sticks or stays that space them the proper distance apart, since the posts are very far one from the other. There may be one barbed wire, no more. The gates are wide and strong, and seldom drag on the ground.

Alighting from the train, one sees a village of houses in Spanish style, usually with unpaved streets. Driving out of the village one finds, if it has been a wet time, heavy roads, unimproved by man; if a dry time, there are clouds of dust. The roads are wide and commonly treeless, though now and then one passes an estancia where trees have been planted with care. The chinaberry tree is the favourite tree, since it is not devoured by locusts. Next comes the Eucalyptus globulus.

It is astonishing to drive mile after mile and see no brook or river, and to learn that one can drive a hundred miles in some parts without encountering one permanent watercourse. Nor will there be ponds or pools, save in times of unusual rain, when shallow pools will be seen. Windmill pumps stand in the fields, and from them radiate long lines of galvanized iron troughs for the sheep and cattle.

There may be few buildings on the estancia aside from the rather large dwelling of the manager, an office for the bookkeeper, a coach-house and harness-house, and a shearing shed. There may be sheds for sheltering and feeding rams and choice ewes, but these provisions are limited. There are modest houses for the peons, or labourers, and in each large pasture there is commonly a hut or small house for the peons whose work is to look after the fences and animals in that pasture.

Agriculture in Argentina, as elsewhere, is subject to natural drawbacks. The late frosts occurring in certain districts cause serious damage to young crops. Droughts occur at intervals to prejudice the growing crops and cause mortality among the livestock.

The country is subject to locust swarms, which devour everything green in their path. The locust is most destructive in the jumping stage of its life. At about 45 days old it changes from the jumping to the flying stage. Its full term of life is about seven months, when it settles on the ground and bores a hole to insert its body and lay its eggs. The nests are destroyed by burning.

CHARACTERISTICS OF THE COUNTRY.

The best types of soils are found in the province of Buenos Aires, and the most regular rainfall. The area of the province is about half that of France, nearly all of it fertile soil. It is mostly alluvial and was doubtless laid by the great rivers before the land was lifted above the sea. It is singularly free from watercourses. In many parts of the province one could drive a plough for ten or twenty miles without encountering either tree, stone, marsh, or watercourse. The rainfall is so nicely proportioned to the capacity of the soil that there is little to run off. There is not enough rain fully to saturate the earth, and drought is a bugbear of Buenos Aires, as it is of other parts of Argentina. Alfalfa is a success everywhere, but it thrives best in the west, where the subsoil is sandy.

Entre Rios has very rich soil. Undulating rather than flat, it is thinly covered with rather small trees. It is a good sheep country, a land where perennial grasses are not much seen and those hard and coarse. The nutritious grasses are mostly annuals, and annual clovers abound.

Corrientes, north of Entre Rios, has a hotter climate and a low surface, with much marsh land and subtropical forests and palms. Unimproved native cattle are raised in the North in herds of 500 to 15,000 head and are slaughtered to make salt beef. In the South, upon finer pasture, improved breeds of cattle exist in large herds, and are sent to other districts for fattening. The Merino and crossed Romney sheep upon these pastures produce some of the best wool.

Beyond the River Parana lies the Chaco, an immense region of timber and open glades, with a little agriculture, but little live-stock. It grows good cotton, oranges, and tropical products. Southward, from Santa Fé, are areas of maize lands.

SMALL FARMING.

Lands are constantly being subdivided into farms or "chacras" and sold to farmers or the so-called chacareros. These farms are devoted mainly to potatoes, wheat, oats, flaxseed, or to peaches and other fruits near the cities. Estancieros often lease lands to the chacareros, usually for wheat growing. This withdraws the land from stock growing for from three to five years, when it is sown to alfalfa and returned to stock again, while the colonist moves on to develop another piece of land from the wild camp to wheat, and later, to alfalfa.

In the farming year 1912 there were in Argentina 85,300 "chacras," or small agricultural holdings. The number was 120,000 in 1924 and some 70 per cent. of them were of sizes between 25–250 acres. Wheat was the crop upon 23 per cent. of these small farms, linseed

upon 19 per cent. Mixed crops or cereals other than those named were grown by 58 per cent. of the chacareros.

The distribution of chacras was in 1924 :—

Provinces.		Provinces.	
Buenos Aires	47,136	Entre Rios	15,314
Santa Fé	30,092	La Pampa	7,586
Córdoba	17,548	Rest of country	2,323

Approximately one-third (35·7 per cent.) of the chacareros own the land which they till; 55·4 per cent. hold their land on annual rentals; 8·9 per cent. work their farms as "medieros," on sharing terms.

ARGENTINE PATAGONIA.

To the south of Buenos Aires province and the Rio Negro is the vast region known to English people as Patagonia, but to the Argentines as the Gobernaciones (Territories) of Rio Negro, Chubut and Santa Cruz. The name arises from the nickname "Patagones" or big feet, applied by early Spanish explorers to the clumsily shod aborigines of the extreme south.

The immense territory of Rio Negro is not heavily stocked with sheep, but along the rivers and in the west along the mountains are estancias. Schemes of irrigation are plainly destined to work a transformation in this region.

Farther south comes Chubut, of which the west is mountainous and the east practically a desert, covered thinly with shrubs, with a small amount of nutritious grass under and between the shrubs. It is almost too poor to pay to fence and stock, yet this is being done on a considerable scale. The wools of Chubut, while very good, are often heavy with sand, owing to the nature of the soil and the furious winds that often prevail throughout all the Patagonian region.

South of Chubut and north of the Magellan Territory (Chile) is the Argentine territory of Santa Cruz. This vast region is not yet fully stocked with sheep. Its south and west are well grassed, its north and east are semi-desert, yet this region is capable of carrying about 1,200 sheep to the league of about 6,250 acres.

The island of Tierra del Fuego, one-half of which is Chilean, has a rich, black soil, often inclined to be peaty, with a usually abundant rainfall and not enough snow to do harm. It is covered with good, close-set, nutritious forage plants, white clover, redtop, and many similar grasses. The types of sheep seen are Romney, Lincoln, Corriedales (New Zealand), a cross between Lincoln and Merino. Very good but rather coarse wools come from the region along the Straits of Magellan. Wild dogs and a few foxes are the sole enemies. Owing to violent winds and cold summers little or no agriculture is practised.

THE SHEPHERD'S YEAR.

Lambs are born in May, June, and in the winter month July, or in the spring, say, in August. Early lambs thrive best.

Shearing comes in October, November, and December. Machines are in common use. Often the wool is baled on the estancia and sent direct to Europe. More commonly it is sent to the great wool market of Buenos Aires, where it is assorted and sold for export.

In ordinary times there is little work to be done with the sheep. The fences are built so well that animals do not break out or in. There is the least possible repair work to be done. Once an estancia is well equipped with fences, gates, corrals, and dip, the maintenance cost is low.

The shepherds manage the sheep from horseback, and are usually native Argentines of mixed Spanish and Indian blood. They prove fairly faithful and efficient when well selected and well supervised.

Farm wages in the Central districts vary from year to year. An official statement of the average gives :—

Ploughing and sowing : 63s. to 79s. per month, with board and lodging.
Harvest work :—

Drivers of reapers	9/6 to 12/–	per day	and board.
General and stacking labour ..	7/– to 9/6	„	„
Stack foreman	12/– to 14/3	„	„
Threshing labour	8/–	„	„
For maize harvest	6/4 to 8/–	„	„

Information for Passengers.

The regulations governing admission into Argentina apply with equal force to persons travelling through *en route* to other countries.

Vaccination.—The Argentine Health Authorities have issued instructions that no passenger shall be allowed to land at Buenos Aires unless he or she holds a medical certificate of vaccination within the previous seven years; and that any person embarking without this document must submit to vaccination by the ship's surgeon before disembarkation.

The certificate of vaccination must be presented for visa by an Argentine Consul at the time that the Passport is dealt with.

By decree of the Argentine Immigration Authorities, it is necessary for all persons over 15, other than Argentine citizens travelling to the Argentine, whether they be First, Second, Intermediate or Third-class passengers, to attend in person at an Argentine Consulate, to have finger-print impressions taken and to lodge with the Consul one unmounted photograph, printed on thin paper.

All persons other than Argentine citizens must, in addition, possess the following documents, each of which must be visé by an Argentine Consul. Passage tickets are not issued until passengers have produced the documents enumerated below, and until the regulations have been fully complied with.

(1) A Passport with a photograph attached is required from all passengers, without distinction. This document must have been issued or renewed within one year previous to its being presented.

(2) All foreigners entering the Argentine require to be in possession of an Identification Certificate (Cedula de Identidad) obtainable only from the Argentine Consul.

(3) Second, Intermediate and Third-class steamer passengers are required to produce a Police or Judicial certificate stating that they have not been condemned during the last five years.

As the British Police authorities *do not issue* such a certificate, passengers who have resided in the United Kingdom for the last

five years may be accepted without this document provided that their Passports are endorsed by the Argentine Consul :—

"Sin certificado policial por cuanto la autoridad correspondiente se niega a expedirlo."

Former Foreign Residents of Argentina, who return within one year of the date of sailing, need not produce this Certificate, provided that they are in possession of an Argentine "Cedula de Identidad," and a Passport, both visé by an Argentine Consul. "Cedulas de Identidad" are renewable after 12 months by the Consuls in London and Liverpool.

ADMISSION OF CHILDREN.

Children under fifteen years of age are not allowed to enter Argentina unaccompanied by their parents unless in possession of a "Permit to Land" (which can be granted and signed only by the Immigration Department, Buenos Aires).

All children under fifteen years travelling third-class to Buenos Aires require to possess birth certificates, visé by an Argentine Consul; whether accompanied or unaccompanied by parents.

Children over six years of age must attend at an Argentine Consulate for the purpose of having their thumb prints taken. Three loose unmounted photographs of each child, if not included in a family group, must be lodged with the Consul.

Children not in possession of separate passports must be included in the passport of the parent or guardian with whom they are travelling; and if under fifteen years of age need no other document than a birth certificate.

PERMITS TO LAND.

Persons over sixty years of age; widows or women travelling without their husbands and taking with them children under fifteen years of age, may not be booked as second, intermediate or third-class steamer passengers unless they hold a "Permit to Land," issued from Buenos Aires.

Women travelling alone in any class with children can be accepted without "Permit to Land," provided that at least one of the children is over fifteen years of age; but such women must possess a passport and the certificates previously specified.

Persons over sixty years of age and women travelling alone with children under fifteen years of age may be booked first class, provided that their passports are specially endorsed by an Argentine Consul and stating that they are permitted to travel first class.

The Argentine Immigration Authorities allow no exceptions to this rule, and insist that the "Permit to Land" for these second, intermediate, and third-class passengers must be issued by themselves in Buenos Aires and not by an Argentine Consul or Legation abroad.

Former foreign residents of Argentina, including sexagenarians, wishing to re enter that country require only to present; (1) Passport bearing original Argentine visa, provided such passport has not expired; or (2) "Cedula de Identidad" and "Certificado de Buena Conducta" (Certificate of Good Conduct); attendance at an Argentine Consulate in either case being unnecessary.

Married men travelling alone, but intending that their wives, and children under ten years, shall join them later must take with them their marriage certificate; this document is indispensably required by the Directorate issuing the necessary landing permits.

The Argentine authorities have arranged that, in performing the inspection of passengers, the Immigration Inspector will stamp on the passports of British subjects a seal with the notation "Direccion General de Immigracion-Transuente." Passports thus endorsed will permit the holders to enter Argentina for a period of one year, without any other requirements, unless during their absence they shall have committed crime, or have contracted illness or physical defects constituting valid cause for rejection.

Passengers should embark within one month of the date of issue of their judicial certificate; otherwise an additional certificate becomes necessary. The same requirement applies to passengers who break their voyage at an intermediate port for a stay exceeding one month.

Persons suffering from certain defects or diseases are not permitted to land.

Passengers of Argentine nationality, irrespective of class, require only to produce a passport, duly visé, or issued by an Argentine Consular office.

The fee payable for a visa is at present 12s. ($2·60 gold). No fee is charged to second and third-class passengers who declare themselves to be bona fide immigrants and wishful to avail themselves on arrival of the free board and lodging provided by the Argentine authorities.

Baggage at Buenos Aires :—The Custom House Authorities at Buenos Aires insist on presentation of Baggage Declarations by all first and second-class passengers landing at that port.

Guidance for Commercial Travellers.

Commercial travellers are not required to register, but they are required to pay heavy licence fees (in Spanish " patentes ") to the Federal Government for permission to work in Buenos Aires. There are provincial licences costing varying amounts for every province visited. The duration of the licence is for one calendar year, or what may remain of the calendar year when the licence is taken out, with the exception that on the occasion of a first visit a traveller need only pay for the remaining months in the year in which he arrives. The Federal licence is obtainable from the Administracion General de Contribucion Territorial de Patentes y Sellos, Calle San Martin, 561, Buenos Aires. The licence fee ranges from 500 to 20,000 paper pesos.

The penalty for contravention is immediate arrest, with detention for one month unless the licence fee and a fine of double the amount of the fee are paid.

No special documents are required by commercial travellers arriving from abroad, nor are there any formalities to be observed.

The heavy charges for licences have naturally led to evasion. One method of avoiding the expense of the Federal licence in Buenos Aires is to work solely in the name of a resident agent or importing house. It is rarely necessary or profitable for foreign travellers to visit the provinces, except perhaps Santa Fé (for Rosario, Mendoza, and Tucumàn). In these cases expense is avoided by arranging with local houses sending travellers to those provinces for orders to be booked in their name or that of some Buenos Aires importer.

There is no provision in Argentina for the duty-free admission of samples of commercial value. Such samples may, however, be brought in under bond for a period of six months. Should any part of the samples be sold, import duty is payable upon that part. Once import duty has been paid on samples, no refund is made on re-export.

It is customary to let a forwarding or Custom House agent attend to the formalities of clearance through the customs.

Samples brought in at Buenos Aires can be delivered to the railway company for transit in bond to Chile.

BOLIVIA

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

THE BOLIVIAN RAILWAY SYSTEM AND THE ROUTES FROM THE PACIFIC COAST.

BOLIVIA.

La Paz may be described as the highest capital in the world, although Sucre is in the legal sense the capital of the country. It lies in a natural basin, three miles wide and 1,500 ft. deep, at an elevation of 10,500 ft. above sea-level.

It is a city of about 143,000 inhabitants. Of the 3,000 foreign residents, about 100 are British, with a similar number of United States citizens. The climate is cool (mean annual temperature 50° Fahr.) and the air rarefied. The name commemorates the Peace of Ayacucho, signed after the battle which broke the power of Spain.

On first arriving at La Paz the visitor will probably experience some slight discomfort from the rarefied air, due to the altitude of the town. Moderate exercise is advisable for a short time, when the scantiness of breath is wont to disappear. As regards clothing, precautions should be taken against both heat and cold.

There is little level ground, the gradients are often steep, and some of the streets extend well up the wall of the "alto." The thoroughfares best suited for motor traffic are the Prado and the Avenida Tarapacá. The Prado, otherwise known as the Avenida 16 de Julio, is a wide avenue, lined with eucalyptus trees. It connects the business part of the city with the residential quarter of Sopocachi, and is bordered by attractive residences.

The Plaza Murillo, the centre of the city's life, is a small park set with trees and flower beds. Facing it are the National Palace, the Congress Building, the unfinished cathedral, and the leading hotel and club of La Paz. From the north-west corner of the plaza start Calles Comercio and Socabaya, two of the most important business streets of the city. Other business streets are Calle Mercado and Calle Recreo.

Electric trams and omnibuses run throughout the city, and electricity is used for lighting and heating. There is an electric railway from the centre of the city to Alto, the heights above La Paz, and at this point is found an 18-hole golf course, famed as the highest of its kind in the world.

Hotels.	Addresses.	Cables.	Beds.	Per day, en pension.
Gran Hotel Paris ..	Plaza Murillo	Granparis	150	Bs. 10–22
Gran Hotel Pullman	Plaza Murillo	Pullman	30	Bs. 8–15
Royal Hotel ..	Calle Socabaya 95	Royal	30	Bs. 5–7
Hotel Vaccari ..	Plaza Velasco	Vaccari	120	Bs. 5–10
Hotel Torino ..	Plaza Velasco	Torino	120	Bs. 4–8
Hotel Renania ..	Calle Evaristo Valle	Renania	30	Bs. 5–10
Pension Inglesa ..	Av. 16 de Julio	Murray	30	Bs. 6–12
Hotel Italiano ..	Plaza Pérez Velasco	Hotel Italiano	45	Bs. 4–8
Quinta Italia ..	Avenida Montes	Buscaglione	40	Bs. 5–7
Hotel Centenario ..	Calle Socabaya 89	Centenario	100	Bs. 5–10
Pension Otto Kutzner	Plaza Murillo	Kutzner	16	Bs. 9–12

(Boliviano = 18d. approx.)

[For the announcements of local business houses, see the later section of this book "LOCAL CLASSIFIED ADVERTISEMENTS."]

EXCURSIONS:—(1) An afternoon drive down the valley presents charming features. The setting sun tints Illimani and the surrounding mountains with glorious hues, against which stand out sharply the pinnacles of the crags and rocks.

(2) By electric railway to Alto La Paz, thence to Guaqui (on Lake Titicaca).

RAIL:—
To Arica, by Arica-La Paz Railway, weekly, Thursday.
To Antofagasta, by Antofagasta and Bolivia Railway, Tuesdays and Fridays.
To Mollendo, by Guaqui-La Paz Railway, Navigation Lake Titicaca, Southern Railways of Peru, Mondays and Saturdays.
To Buenos Aires, International train, Wednesdays and Sundays (first class single with sleeping berth, Bs. 249.20 = approx. £19).

ADDRESSES:—
British Legation, Avenida Acre 701.
U.S. Consulate, Socabaya 60.

Sucre, the legal capital of the Republic and the seat of the judiciary, the University and the Archbishop, is some 318 miles south-east of La Paz. A railway is in construction and meanwhile goods and passengers are conveyed by motor from Potosí (125 miles) over an excellent road. The altitude is some 8,532 ft., the climate is mild (mean temperature 61° Fahr.), the population is 32,000 and it includes distinguished members of society, together with Indians and Cholos. The city is regarded as the most handsome in the country.

The buildings most worthy of note are the Government Palace, Legislative Palace, Santo Domingo (Palace of Justice), Cathedral, Consistorial building, and Junín College.

HOTELS: Palace, Colón.

Cochabamba (originally Oropeza) has a population of 30,000, and is an important agricultural centre. It is the second city of the Republic and possesses an increased importance from the proximity of a number of smaller towns in the valleys of the Quillacollo, Sacaba, and Punata. It has fine buildings, including the Government Palace, the Law Courts, the Town Hall, the Cathedral, and University. There are hospitals and an American Institute. It is connected by rail with Oruro (125 miles). The altitude is about 7,671 ft., and there is a mild and healthy climate; average temperature 66° Fahr. Fruit and flowers grow in profusion in the sparkling atmosphere.

An aeroplane flies to Santa Cruz four times weekly, taking three hours for the 223 miles. There are fortnightly services to Vallegrande and Todos Santos. (See Air Services).

A road motor service to Sucre (175 miles) has been authorized under contract with the Government.

HOTELS:—Majestic, Unión, Hispaño-Americano.

Gaiba, about 1,500 miles up the Paraguay River, and 550 feet above sea-level, a new port in Eastern Bolivia, is headquarters of a British company with large land concessions. A 60-mile metre-gauge railway is in construction westward to the Indian settlement,

Santo Corazón. Gaiba is accessible by small craft from Corumbá (100 miles distant) in connection with the regular Argentine river steamers. Rail may be taken at Santos (Brazil) for Porto Esperança, whence there is a regular river service to Corumbá. A wireless station has been installed.

Guaqui, the terminus of the Guaqui-La Paz line of railway, is on Lake Titicaca near the mouth of the Desaguadero River. It is the chief port on the Bolivian side and is in regular touch with the Peruvian lake port, Puno. The altitude is 12,500 ft. Tiaguanaco is half an hour distant by train, and this place is famous for its pre-Inca ruins.

HOTEL :—Guaqui.

Oruro, the centre of the Bolivian railway system, is the centre also of the great tin-mining area. Silver, wolfram, and copper are all worked in the district. The population of some 30,000, largely Indian, makes it one of the three or four largest towns, and it is the home of a number of English-speaking mining officials. The altitude is high (11,082 ft.), and the night temperature is low. Antofagasta is distant 575 miles. La Paz (141 miles) can be reached by express train in about 7 hours.

HOTELS :—Eden, Bolívar, Gran.

Potosí, situated at a height of 12,120 ft., in one of the richest silver-mining departments, has a population of 35,000. Its mineral wealth is proverbial and famous since the 16th century. The town is one of the highest in the world. There are numerous buildings of historical interest, principal amongst which are the Mint, the Government and Municipal Palaces, and the churches. The climate is cold, the temperature rarely rising above 59° Fahr. Regular motor services run to Sucre. La Paz is distant 375 miles by rail.

HOTEL :—Londres.

Puerto Brais, on the Beni River some 200 miles N.N.E. from La Paz, is the head of a projected railway extension from the capital. The Beni River, the Madeira and Mamoré Railway and Amazon River would thus form a link from Pará (Brazil) via La Paz with the railway into Argentina.

Puerto Suarez, upon a bay of the Paraguay River, faces the Brazilian town of Corumbá (11 miles distant). It is a Customs post, an important centre for the collection of rubber and coffee grown in the Santa Cruz Department and accessible with difficulty from the western side. The town of Santa Cruz is 390 miles away, and the transit is a matter of weeks. The population is largely Indian and the climate is hot, with cool nights. There is a project for a railway to Santa Cruz and Cochabamba. The Lloyd Aero Boliviano despatches an aeroplane monthly to Santa Cruz.

Pulacayo, in the Department of Potosí, possesses one of the largest and most profitable silver mines in the world (Huanchaca). There is a light railway to Uyuni (20 miles), which ascends from 11,800 to 13,700 ft., affording magnificent views over the plateau with vistas of volcanoes and snow-covered peaks in the far distance.

Riberalta, on the Beni River at the point of junction with the Madre de Dios, is 125 miles south-west of Villa Bella. It can be reached from Pará by river steamer, or by mule and steamer from La Paz, or by aeroplane from Villa Bella. It is the seat of a Bolivian Custom House and the centre of a large trade in rubber and nuts.

Santa Cruz de la Sierra, situated almost in the centre of the Republic, is some 276 miles east of Cochabamba, upon an old trade route to Argentina and Paraguay. It was founded in the 16th century and only awaits improved transport to increase largely in importance. The altitude is about 1,500 ft., the climate is hot and the district is fertile in sugar and coffee. The town is two miles from the River Pirai and is built chiefly of wood and plaster in the Spanish style. Within the limits of the city is a curious lagoon, known as El Arenal, 300 yards long and 130 wide. The population is estimated at 30,000. The projected extension of the Embarcación-Yacuiba railway would bring the town into direct touch with Buenos Aires.

There is an aeroplane service to Cochabamba four times weekly, and to San José monthly.

HOTELS :—Comercio, Continental.

Sorata, a pretty town of 2,000 inhabitants some 90 miles northward from La Paz, is connected with the capital by motor road via Achacachi, on the shore of Lake Titicaca. It is reputed as a health resort and has an historical interest as the scene of a massacre by Indians in the revolt of 1781.

HOTELS :—Rodrigo, Colón.

Tarija, on the southern plains, is some 85 miles east of Tupiza and a similar distance from La Quiaca (Argentina). It stands on the Rio Grande de Tarija, a tributary of the Bermejo, at some 6,300 ft. altitude. It possesses a mild climate and the surrounding region is rich in agriculture and cattle. The population is about 10,000.

The Tarija Valley has yielded fossil remains of prehistoric animals of mammoth size: glyptodons, giant sloths, mastodons, llamas, bears, and wolves.

HOTELS :—Social, Plaza.

Trinidad, in the Beni Province and upon the Mamoré River, is one of the most considerable centres in the flat north-eastern part of the country. It has a hot climate and produces coffee and cacao, and is a market for cattle. It is accessible from Cochabamba (263 miles) by 100 miles of river and a long mule journey, or alternatively by aeroplane, or from Brazil via the Madeira River; or by a new motor road from Todos-Santos (the head of navigation upon the Chapare River).

HOTEL :—La Paz.

Tupiza, about 140 miles south-east of Potosí, is a centre of the silver, tin, lead, and bismuth mining industries. It stands at an

altitude of 9,800 feet, and is in direct rail communication via La Quiaca with Buenos Aires, and with La Paz. A Custom House has been opened.

HOTELS :—Europa, Americano.

Uyuni, near the southern edge of the great plateau, is 124 miles north of Tupiza. It occupies an unprotected situation upon the plain with salt marshes near at hand, and its elevation is 12,000 ft. The town is of some 5,000 inhabitants, largely Indian. The market is interesting, as are the droves of llamas which are used as beasts of burden. The famous Huanchaca silver mine is connected with Uyuni by a private railway. The neighbouring mines are large, and their produce is shipped from Antofagasta. The situation of the town at the junction of the Antofagasta Railway with a through route to Argentina invests it with importance.

HOTELS :—Uyuni, Internacional.

Viacha, 18 miles from La Paz, is of importance as a railway junction. The Antofagasta, Arica, Guaqui (for Mollendo) and Bolivia Railway Co.'s systems meet at this point.

Villa Bella, at the confluence of the Beni and Mamoré Rivers upon the north-eastern frontier, is a Customs post, 1,010 miles from La Paz. Facing it and divided only by the river is the small Brazilian town, Villa Murtinho, where there is a rail connection with Porto Velho on the Madeira River. It serves a district exceptionally rich in tropical produce, inclusive of cacao, chicle, and rubber. It has 2,500 population. There is a fortnightly hydroplane service to Todos Santos.

HOTEL :—Canton.

Yacuiba, on the Argentine frontier, is being connected by rail with the Argentine town of Embarcación (90 miles), and thence by State railway with Buenos Aires. It is an old settlement and a trading centre for the Gran Chaco. There are cart road connections with Santa Cruz and Villa Montes, and there is monthly communication with Santa Cruz by aeroplane.

PHYSICAL FEATURES.

The name **Bolivia** commemorates that of Simón Bolívar, the Liberator of five nations (1783–1830), in recognition of his immortal services to the State.

The area of Bolivia is officially stated at 506,467 square miles, inclusive of territory of which the ownership is in dispute with Paraguay.

The country is bounded north and east by Brazil, south by Paraguay and Argentina, and west by Chile and Peru. The lofty plateau of Bolivia, covering 6,500 square miles, with an average range of 12,000 feet and a breadth of 86 miles, runs between the Cordillera Occidental and the Cordillera Real, and falls naturally into two divisions. The northern part is the most inhabited, and the more southern position of the plateau is mainly desert. The mountains

of the Eastern Range trend, in the north, to the Amazon watershed, and on the east fall in steep precipices towards the plains. They constitute one of the world's greatest ranges, and the snow-clad peaks of Illampu, Illimani, Sajama, and Chacacomani exceed 21,000 feet. To the extreme south are the fertile Chaco and open plains of Manzo.

There are three distinct **climatic zones**: The Yungas or tropical valleys, north of La Paz, among the spurs of the Cordillera, drained by the Amazon, and at altitudes of 2,500–5,000 feet; the Valles, or higher valleys; and the Punas, or high plains. The mean temperature of the lowlands is about 74° F., and that of the plateau about 50° F. Little rain falls upon the western plateaux between April and November, but the rest of the year is wet. There are rains at all seasons in the eastern part of the country, and heavy rains from November to March.

The Republic possesses three **river systems**, those of the Amazon, La Plata, and the central plateau. The principal rivers of the first are the Beni and Rio Grande which unite to form the Mamoré, which, in turn, with the Madre de Dios forms the Madeira. The Rio Grande is the chief Bolivian tributary of the Mamoré; its course of 700 miles is partly navigable by flat-bottomed steamers. Of the Plata system entering the Paraguay River, the only Bolivian stream of importance is the Pilcomayo, which, traversing the Chaco region, receives sundry tributaries. Several small rivers discharge into Lakes Titicaca and Poópo.

The rivers are open to vessels of all nations. Of the total network there are about 12,000 miles navigable, affording excellent means of transportation and communication. The Paraguay is navigable for 1,100 miles by steamers of 8 ft. to 10 ft. draught, the Itenes for 1,000 miles, and the Beni for 1,000 miles (6 ft. draught only). Other rivers navigable by light-draught craft are the Pilcomayo, Mamoré, Madre de Dios, Itonama, Sara, Orton, Baures, Inambari, Piragua, Pirai, Chapare, Abuna, Yacuma, and Desaguadero.

The Lake Titicaca is an inland sea over 5,500 square miles in extent, and 12,500 ft. above ocean level. Its greatest length is 138 miles, and greatest width 69 miles. It is connected with Lake Poópo by the Desaguadero River. Poópo is 185 miles south-east of Titicaca, and its level is 505 ft. lower; its normal area is about 400 square miles, and upon old maps it figures sometimes under the name Pampa Aullagas.

The **population**, estimated variously at totals between 2,155,000 and 3,465,000, is assumed currently at 2,800,000.

The details obtained under the last census (1900) classed 50 per cent. as Indian and 26 per cent. as mestizos; 80 per cent. of the population live at an altitude of over 10,000 feet. The Bolivians are remarkable for longevity, and a census revealed the existence of 1,261 centenarians. Of the foreign population of about 7,500, approximately one-third are Peruvian.

The number of British subjects is estimated (1927) at 500.

GOVERNMENT.

The **Constitution** of Bolivia, dating from 1880, guarantees freedom of religion, speech, education, and the Press. The executive power is vested in the President and two Vice-Presidents, who are elected by popular vote for a term of four years. The President is ineligible for an immediately-following second term of office. He nominates the Ministers of State—six in number.

The Legislature is composed of Congress, consisting of the Senate, with sixteen Senators, and the Chamber of Deputies, of whom there are seventy-five. Senators are elected by popular vote for a term of six years, one-third retiring every two years. Deputies are elected for four years, one-half retiring every two years. Congress meets at La Paz on August 6 each year, to receive the Presidential Message and the Budget proposals.

PAST PRESIDENTS (since 1899).

General Pando	1899	Dr. I. Montes	1914
Dr. I. Montes	1904	José Gutierrez Guerra	1917
Dr. E. Villazon	1909	Bautista Saavedra ..	1921

PRESIDENT.

Hernando Siles (January 10, 1926).

MINISTRY.

Foreign Affairs	Fabián Vaca Chávez
Interior	Guillerino Viscarra
Finance	Manuel Mier y León
Public Works	Luis Espinosa
Education	Constantino Carrión
War	Fidel Vega

For administration the Republic is divided into eight depart, ments and two territories, subdivided into provinces, cantons, and sub-cantons. The ruling officials are prefects, sub-prefects, corregidores, and alcaldes.

The Departments are: La Paz, Chuquisaca, Oruro, Beni, Santa Cruz, Potosí, Tarija, and Cochabamba. The territories are the Colonias of the Grand Chaco and the Orient.

Municipalities are autonomous and control their own revenue and expenditure. The municipal council is elected by popular vote, one-half of the members retiring annually.

All male citizens over twenty-one years of age, officially registered, who can read and write and have a fixed income, may vote.

The Judiciary consists of a **Supreme Court**, sitting at Sucre, with seven judges, who are appointed by Congress for a term of ten years; a District Court in each Department; and provincial and local courts.

The language of the educated classes is Spanish, that of the natives Quechua and Aymará.

The State recognizes and supports the Roman Catholic religion, but all beliefs are tolerated. There is an Archbishopric and three Bishoprics, those of La Paz, Cochabamba, and Santa Cruz. There are various missions with schools in which the Indians are taught trades.

Frontier Disputes : The division of the Chaco region was the subject of further troubles late in 1928. In January 1929 a protocol of conciliation was accepted by Bolivia and Paraguay, and a judicial body, chosen by the Pan-American Union, has the boundary question in hand.

A treaty drawn up in December 1928 between Bolivia and Brazil to settle boundary disputes has been ratified. Brazil agreed to pay Bolivia one million pounds sterling, this money to be used in building a railway to Puerto Grether, on the river Ichilo.

A BOLIVIAN CALENDAR.

1054–1533. Approximate period of the Empire of the Incas.
1525–28. Francisco Pizarro and Diego de Almagro explore the coast.
1533. Execution of the Inca Atahualpa.
1535. Bolivia invaded by Pizarro.
1543. Arrival of first Viceroy.
1545. Discovery of the silver mines of Potosí.
1546. Rebellion of Gonzalo Pizarro.
1573. City of Cochabamba founded.
1721. The Presidency of Quito made part of the Vice-Royalty of New Granada.
1780. Indian rising under Tupac-Amaru and Tupac Catari
1809. First revolt against Spanish rule in Charcas.
1810. Defeat of the Spaniards at Suipacha.
1813. Patriot forces defeated at Vilcapujio and Ayuma.
1816. Invasion by the Spaniards under the Viceroy Laserna.
1822. Patriot forces destroyed by Spaniards in the neighbourhood of La Paz.
1824. Signal patriot victory at Ayacucho and Junin.
1825. Republic of Bolivia proclaimed.
1825. Bolivar made first President of Bolivia.
1828. After strife with Peru, General Santa Cruz becomes President.
1836. Santa Cruz establishes the Peru-Bolivian Confederation.
1839. Peru-Bolivian Confederation dissolved.
1843. New Constitution.
1847. Unsuccessful invasion of Peru by General Ballivián.
1865. Diplomatic relations with England severed.
1879. Outbreak of war with Chile.
1880. New Constitution proclaimed by General Narciso Campero.
1883. War with Chile.
1884. Treaty signed with Chile.
1895. Treaty signed between Chile and Bolivia. Antofagasta-Oruro Railway opened.
1899. Constitution modified.
1900. Construction begun of the railway from Lake Titicaca to La Paz. Relations with Great Britain resumed.
1902. Guaqui-La Paz Railway opened.
1904. Peace treaty with Chile.
1919. Bolivia joins the League of Nations.
1925. Centenary celebrations.
1927. New Customs tariff.
1928. Currency stabilized.

AGRICULTURAL AND FOREST PRODUCE.

Cultivation of the soil is carried on chiefly under primitive conditions.

Maize is cultivated largely for local consumption. Attempts are being made, by the imposition of duties, to promote the cultivation of wheat.

Sugar is grown in all the torrid valleys, and rum is distilled. **Coffee** of high quality is cultivated in the Yungas of La Paz, Santa Cruz, and parts of Chuquisaca. **Cacao** is produced chiefly in Santa Cruz, and large regions suitable for the crop remain to be exploited.

The cultivation of **coca** is the principal basis of the agricultural industry of the Yungas, and the most lucrative business of that region. Of the coca production of the Department of La Paz, the Province of Nor Yungas produces about 37 per cent., Sur Yungas about 58 per cent., and Inquisivi the rest. The production of coca in the Department of La Paz is about 3,700 tons annually. The production of the Department of Cochabamba is smaller. The export of coca leaves was 360 tons in 1927.

Tobacco is grown for local needs. Good **wines** are produced in Chuquisaca, at Cinti.

Cotton is being fostered under a system of prize-giving. The La Paz textile mill, with a daily capacity of 2,300 kilos of cotton, was ready to operate in 1929, and is expected to stimulate the growing of cotton.

Vanilla of good quality is exported.

Rubber is the most important forest product. The fact that Bolivian rubber is classed as either Pará or Mollendo on the foreign market does an injustice. Amazonian rubber is known to the trade usually by the ultimate port of shipment, which is generally either Pará (Brazil), Mollendo (Peru), or sometimes from Montevideo. The rubber from the lower reaches of the rivers is exported through Pará, and that from the Beni headwaters generally through Mollendo.

Statistical information is scanty, but according to the available reports the quantity of rubber exported in 1927 was 3,863 tons.

The headwaters of the affluents of the Beni are the principal source of the Bolivian supply of **quinine** bark. The product is placed on the market under different names, such as "cassarilla," "calisaya," "cinchona," and "quina." Bark stripped from the trunk of the tree is known as "quina tabla," and that stripped from the branches "quina canuto," or "quill." The bark is well dried and exported in bundles of approximately 50 pounds. The recorded quantity of the export is below 200 tons.

The chief obstacles to the working of **timber** in the forestal regions of Bolivia are the lack of transportation and the character of the tropical forest. No railway taps the timber country. Many of the native hardwoods are too heavy to be carried in rafts. The forests of the Amazonian region are so dense and so tangled that

it is difficult to penetrate them, and lumbering operations are attended with great difficulties. A Franciscan mission in the Province of Belasco sent 125 specimens of woods to the Panamá-Pacific Exposition in 1915, and 82 specimens were sent from one estate in the Chapare region of the Department of Cochabamba.

Among the most common woods of eastern Bolivia are cedro (or Spanish cedar), jacaranda, lapacho, laurel, quebracho blanco, urundey, palo santo, palo blanco, mahogany, walnut, ebony, incienso, and the giant carob. Some of these are valuable cabinet woods. Among trees with a high tannin content is the curupay. These woods are generally known by Indian names, and the same tree has different names in as many parts of the country. Some of the native woods, such as the tajibo negro, or "iron tree," are of extraordinary hardness, and others extremely light, like the palo de balsa, are used for making canoes.

MINERAL RESOURCES.

Mining is the chief industry of the country and minerals compose about 90 per cent. of the exports. The observations of the chairman of the Aramayo Company are noteworthy: "The days of high-grade mining are becoming a thing of the past. At the same time the calls of the State are growing more exacting. These two factors—low-grade mining and high taxation—can only be met by increasing the tonnage and exacting the very highest standard of efficiency at every stage."

In practice **tin** production is the governing factor in Bolivian trade and accounts for some 90 per cent. of the exports. Bolivia is the second tin-producing country in the world, following the Malay Straits Settlements. The deposits are numerous along the Bolivian range of the Andes, but more especially in the spurs westward from the inland range. The four chief districts for tin mining are Potosí, Oruro, La Paz, and Chorolque. The three chief mines are the Llallagua, La Salvadora, and Oploca. Lodes are found at altitudes of from 11,000-16,000 ft. in the Cordillera Real, generally in small veins running through various rock formation.

The greater part is exported in the form of barilla to England for smelting. The total export for 1928 was some 42,000 tons (fine weight). The industry is suffering from low prices.

Some seven millions worth of **silver** has been taken from the Potosí region since the sixteenth century, and the tailings left by past generations of miners are profitably worked near Oruro.

The course of prices since 1890 has diverted attention rather to tin, and the output of silver, while showing a recent increase, is much lower than formerly. In fine oz. the production was estimated at 5,407,000 in 1927, and 6,630,000 in 1928.

Copper veins of lower grade or in less accessible situations are distributed widely in the mountain chain, but it is from Corocoro upon the railway from Arica that the supply is derived. The ore

is rich in quality but less economical to work than some Chilean deposits of lower yield. Some 8,600 tons were exported in 1927–8.

Lead is abundant in the Central Plateau, and has been worked especially in the Potosí district under difficulties imposed by the defects of transport which have made it a less profitable mineral than tin. The discovery is reported from the southern part of Potosí Department of valuable lead ore near the railway. Silver is associated with lead in certain of the mines. The export of lead in 1928 was about 12,000 tons.

Bismuth is found in combination with other metals, notably in La Paz and Potosí. It is worked by a large international company, and the production is adjusted to suit the market needs. The export in 1928 was 136 tons (fine weight).

Antimony and **wolfram** are abundant, and the sulphides of antimony in many instances bear a proportion of gold. Wolfram occurs as ordinary wolframite, and also in association with other valuable metals. The output of antimony reached 27,000 tons in 1916 in response to war demands, and has been latterly about 3,000 tons.

Gold occurs in the sands of several rivers, and deposits are known to exist in the Muñecas Province, eastward towards the Amazon, near Tupiza, and in the Acre district of the north. Mining operations have not been remunerative and the production is small.

Zinc in the form of sulphides containing a proportion of silver is found especially in Potosí, in the Pulcayo-Huanchaca district, and ore is regularly exported in quantities rising from a few hundred tons up to 7,500 tons, with 5,547 tons in 1927–8.

Oil : The Standard Oil Company, through its subsidiaries, is interested in developmental work in the Titicaca region as well as in the Yacuiba district. It appears to be fully established that petroleum underlies large areas, and the home market and Northern Argentine are capable of utilizing important quantities of oil.

The foothills east of the Andes are regarded as offering the best hopes of a commercial supply, and in particular the area south from Santa Cruz on the edge of the Gran Chaco.

Fuel : A chief obstacle to the industrial development of Bolivia is the lack of cheap fuel. Coal is not produced, and the cost of importation is high. The Diesel engine is largely used for raising power. Large hydro-electric plants have been proposed as a means of economizing the costs of mining.

A considerable **cement** works is in operation at Viacha, near La Paz. Its output is about 3,000 barrels of cement monthly.

BOLIVIAN LIVESTOCK.

An official census of 1925 states the existence of over half a million cattle, nearly one million sheep, a quarter-million goats, 232,500 llamas, 55,700 alpacas, 91,700 donkeys, 17,000 mules, 92,300 pigs and 63,700 horses.

Some quarter-million wild **cattle** range the Llanos, descendants apparently of Spanish cattle escaped from La Plata. The grasses

and soil of the eastern part of the country would make valuable grazing land. The bullocks are light and yield about 3 cwt. of beef.

Sheep are kept in small flocks in the hills, but are not carefully tended. Dried and salted mutton or chalona is esteemed as a delicacy.

Llamas serve as pack animals and are sheared at intervals of two to five years, and they yield per head about five pounds of wool, which is used incidentally to make tether ropes for mules. They are capable of carrying hundredweight loads 12 to 14 miles a day.

The valuable wool-bearing animal, the **alpaca,** belongs to the same family as the llama and the **vicuña,** but its legs are shorter than those of the llama. The alpaca flourishes in the region about Lake Titicaca and the Province of Carangas in the Department of Oruro. The centres of the alpaca wool trade are Charaña and Puerto Acosta. The former town is on the Arica-La Paz Railway. Puerto Acosta is on Lake Titicaca.

The export of alpaca wool has been 182 tons in each of the years 1926–27, and that of llama and sheep wool much less.

The Fur Trade :—The principal **fur-bearing** animals in Bolivia are the vicuña, chinchilla, and fox. The vicuña, a wild member of the family to which the llama and alpaca belong, is found among the mountains throughout the plateau country, though in diminishing numbers. It is much smaller than either the llama or alpaca and has a fine, silky wool of a tawny colour. Indians use its skin for the manufacture of "colchas" or rugs. Uyuni is the largest market for this and other classes of furs.

The chinchilla is found in the more remote parts of the Cordillera Occidental, from the Atacama country in the south up to the Province of Pacajes. Most of them, however, live in the region of Mount Tatasabaya, in the Province of Carangas, where a large area of ground is covered with large rocks, among which the chinchillas make their homes. A chinchilla farm has been established with British capital at Champuyo, near Uyuni.

The chinchillon is smaller than the chinchilla, but the texture of its fur is similar to the touch and has the same bluish-grey colour, though shorter than the fur of the chinchilla.

The red fox is found in many parts of Bolivia, and numbers of the skins are sold in La Paz.

INLAND NAVIGATION.

The principal obstacles to **navigation** in the Amazonian headwaters consist of bars and "palisadas." During high water these streams eat away their banks, with the result that large trees fall into the river and impede craft. Light-draught boats are needed to clear the channels thus obstructed.

The navigability of these rivers depends largely on the season of the year. This is particularly true of the Acre, by which steamers

from Manáos can reach Cobija for several months of the year, but is only open for "batelones" during much of the dry season. At Concepción on the Beni, the level of the river varies from 8 ft. in August to 25 ft. in February.

Most of the launches on the rivers are of 10 to 50 tons burden, and operated by rubber companies, which use them for general freight and passenger business as common carriers. The launches burn wood fuel and travel leisurely, stopping wherever there is cargo to take on or disembark.

IMPORTS AND EXPORTS.

Year.	Imports.	Exports.
	Bolivianos.	Bolivianos.
1925	68,065,116	119,286,368
1926	70.831,469	122,681,287
1927	66,105,000	127.084,000
1928	54,333,000	106,600,000

Of the total exports during 1925–28 approximately 80 per cent. were to Great Britain and 9 per cent. to the United States.

PUBLIC DEBT.

The public debt in 1929 amounted to $97,122,000, of which $86,022,000 was external.

COINAGE AND MEASURES.

By a Monetary Law of 1928 the gold standard has been restored and the Boliviano stabilized at a parity of 18 pence = B 13.33 to the pound sterling = 36.5 U.S. cents. The **currency** consists of silver Bolivianos of 100 centavos, silver pieces of 50-, 20-, and 10 centavos, nickel 10 and 5 centavo pieces and paper money circulate.

The **metric** system is established by law, but the following Spanish measures are employed chiefly in retail trade :—

Lineal.—1 vara = 3 pies = 36 pulgadas = 32·92 in.

Capacity.—Dry : 1 arroba = 6·70 gallons. Liquid : 1 galon = 0·74 gallon.

Weight.—1 libra = 16 onzas = 1·0147 lb.; 1 arroba = 25 libras = 25·36 lb.; 1 quintal = 100 libras = 101·47 lb.

PUBLIC HOLIDAYS.

Jan. 1.—New Year's day.
May 1.—Labour day.
May 25.—Sucre Municipal Holiday.
June 24.—National Feast.
July 16.—La Paz Municipal Holiday.
August 5, 6, and 7.—National Festival.
October 12.—Fiesta de la Raza.
Many Roman Catholic Church festivals are observed.

POSTS AND TELEGRAPHS.

Outward **mails** are sent via Buenos Aires and Quiaca; via United States; and by Pacific Steam Navigation Line via Panamá.

Postage, 2½d. first ounce, 1½d. each ounce after. Letters sent by the weekly air-mail via France and Argentina require a special additional fee at the rate of 5s. 6d. per half-ounce.

Homeward mails due about twice a week.

Packages sent by parcel post with contents exceeding 100 bolivianos value should be accompanied by certified consular invoices in order to avoid fines and double charges.

There are **wireless** stations at La Paz, Riberalta, Yacuiba, Cobija and other places. A **broadcasting** station has been opened at La Paz.

THE PRESS.

The principal **newspapers** in La Paz are the daily papers "El Norte," "Ultima Hora," "La Razón," and "El Diario." Other leading papers are published at Sucre, Cochabamba, Oruro, and Potosí.

Information for Passengers.

Passengers for Bolivia require to be in possession of valid passports. Personal attendance at a Bolivian Consulate is necessary, and two letters of reference are needed. A Government decree requires persons entering Bolivia to report themselves to the police on arrival at Antofagasta, Arica, Puno, La Quiaca, Corumbá, or Brasilia. On departure from the country a special exit visa is required.

The passports of persons other than British or American subjects travelling from Europe or America require a digital impression. Medical certificates, certificates of profession and of conduct are also required in these instances.

The Immigration Law of 1927 constitutes the chief Consular offices in England and Europe information bureaux under a scheme for the encouragement of immigrant labourers, farmers, and artisans.

Guidance for Commercial Travellers.

The tax payable by commercial travellers in Bolivia is a municipal one, and varies in the 85 different Municipalities. The duration of the licence varies in the different districts. Travellers are generally classified for licence purposes according to the importance of the business represented.

On entry into the country samples without value are passed by the Customs free of duty; for dutiable samples a deposit must be made. A bond can be given through a bank or an officially appointed dispatching agent. Samples without value include pieces of cloth, measuring not more than 40 cms. long.

The following table gives particulars for the capitals of Departments. The arrangements in the smaller places are similar, but the rates are generally lower.

Town.	Fee in bolivianos according to class.	Period.
La Paz	250, 50	Annual.
Cochabamba	300, 100.	3 months.
Oruro	200, 50.	—
Potosí	400, 150, 100 or 50	Per visit.
Santa Cruz	600, 100.	Per month.
Sucre	400, and 100.	30 days.
Tarija	300, 100.	Per visit.

BRITISH LEGATION AND CONSULATES IN BOLIVIA.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
La Paz	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General.	Robert C. Michell	Republic of Bolivia.
	Vice-Consul ..	A. W. Robertson ..	—
Concepción ..	Vice-Consul ..	C. G. McEwen ..	—
Oruro	Consul	William Gray, O.B.E.	—
Potosi	Vice-Consul ..	John Davidson ..	—
Sucre	(M) Consul	Ernest F. Moore ..	Departments of Chuquisaca and Tarija.

LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
16 Grosvenor Place, S.W.1.	Envoy Extraordinary and Minister Plenipotentiary.	Carlos Victor Aramayo.
	First Secretary	Mamerto Urriolagoitia H.
	Ditto	Mariano Deheza Navarro
	Secretary (specially attached)	Eduardo Aramayo.
	Military Attaché	Lieut.-Colonel Felipe M. Rivera
	Attaché	Pastor Llobet.
London	Consul-General	Mamerto Urriolagoitia H.
(16 Grosvenor Place, S.W.1.)	Vice-Consul	Gerald Bryans Wolfe.
Liverpool	Consul-General	René Urdininea.
(Wellington Buildings, The Strand)	Consul	R. A. Barker.
	Vice-Consul	J. Lionel Barber.
Aberdeen	Consul	James H. Edwards.
Birmingham	Consul	George Bryson.
Cardiff	Consul	Alfred Bovey.
Dover	Consul	W. Rutley Mowll.
Dublin	Consul	James Ogilvie Duncan.
Edinburgh and Leith ..	Consul	John Sharp.
Glasgow	Consul	Jorge Gosalvez.
	Vice-Consul	Peter Hamilton.
Hull	Consul	Norman Oughtred.
Newport (Mon.)	Consul	Antonio Zorroza.
Newcastle	Consul	E. Cameron.
Southampton	Consul	Roderick M. Stewart.

JOURNEYS FROM THE COAST.

Available Routes.

There is no seaboard, and access to Bolivia is gained normally through the Pacific ports of Mollendo, Antofagasta, or Arica; or by rail from Buenos Aires. In travelling to La Paz the routes are :

From **Mollendo** (Peru) to Puno on Lake Titicaca by rail, thence by lake steamer to Guaqui (Bolivia), thence to La Paz by rail; 35 hours by new fast service; rail mileage 394.

From **Antofagasta** (Chile) to La Paz by rail, passing through Uyuni and Oruro; 30 hours (722 miles).

From **Arica** (Chile) to La Paz. The State railways afford a short route from the coast to the capital. The distance of 278 miles is traversed in 20 hours; the return journey in 17 hours.

From **Buenos Aires** through rail connection is open to La Paz over the Central Argentine Railway to Tucumán, and Central Northern to the frontier at La Quiaca. At Villazon on the Bolivian side train is taken for Tupiza and Atocha, where the Bolivia Railway Co.'s system is joined for Uyuni, Oruro, Viacha, La Paz. Mileage, 1,663.

In travelling to south-eastern Bolivia and the new settlement near **Lake Gaiba** the long river journey from Buenos Aires may be avoided by the overland route through Brazil, viz. :—

Santos to São Paulo and forward by train over the N.W. of Brazil Railway to Porto Esperança (1,273 kilometres), from which point river steamers connect with the trains on Tuesdays and Saturdays, and run to Corumbá (Paraguay River).

Arica-La Paz International Railway.

The line from Arica skirts the coast for 6 miles and passes into the Lluta Valley, whose vegetation is in striking contrast with the barrenness of the surrounding hills.

The line ascends, affording views of peaks ranging up to 14,000 ft. At 208 kilometres (129 miles) from Arica is Charaña, on the Bolivian frontier. The railway reaches its maximum altitude at Jeneral Lagos, from which point are seen the snow-capped peaks Tacora, Putre, and Sajama.

In the Bolivian section the line skirts the Mauri, Desaguadero, and Colorado Rivers, and leads to Viacha, the junction of the several railways running to Antofagasta, Mollendo, and Arica. Objects of interest near Viacha include the baths at Calacoto, the copper works at Corotoro, the hot springs at Comanche, and the ruins of an ancient civilization. The mountain peaks visible include Illimani, Sorata, Huayna-Potosí, Mururata, and many others.

There are sleeping and restaurant cars upon the trains between La Paz and Charaña.

The Monday trains, Arica-La Paz, connect with the vessels of the Pacific Steam Navigation Company and those of the Compañia Sud-Americano de Vapores.

There follows a list of stations:—

CHILEAN SECTION.

Stations.	Miles.	Altitude. Metres.
Arica	—	—
Rosario	17	352
Poconchile	22	540
San Martin	37	1,168
Central	43	1,481
Quebrada Honda	50	2,064
Pampa Ossa	55	2,503
Angostura	63	3,228
Puquios	70	3,728
C. Alcérreca	85	3,917
Humapalca	99	4,083
Jeneral Lagos	114	4,256
Charaña	129	4,056

BOLIVIAN SECTION.

Abaroa	145	3,953
Jeneral Pérez	157	3,914
Jeneral Campero	172	3,863
Jeneral Camacho	183	3,829
Calacoto	197	3,805
Tarija	211	3,925
Jeneral Ballivian	222	4,021
Comanche	231	4,031
Coniri	246	3,892
Viacha	258	3,856
Kenko	268	3,981
La Paz (Chijini)	277	3,701

Antofagasta-La Paz.

The Antofagasta Railway, the most southern of the three lines connecting La Paz with the Pacific coast, affords access to magnificent scenery. The line starts at Antofagasta (590 miles north of Valparaiso), a port well served by ocean steamers. The railway is of metre gauge, its coaches are roomy and smooth running, and the journey is now performed without change of carriage in 42½ hours. Under a schedule made effective in early 1929 the time is reduced to 30 hours.

The line reaches an altitude of 13,000 ft. in 223 miles, and negotiates gradients as steep as one in thirty. It traverses the principal Chilean nitrate district (between El Buitre and Sierra Gorda station). At Calama (149 miles) the barren country ends, pasture lands greet the eye. Calama, 7,400 ft. above the sea, is a useful point at which to stay for a day or two in order to accustom oneself to the mountain air before seeking the higher altitude.

Near Conchi (186 miles) is the Loa Viaduct, crossing the Loa River (336 ft. below) at 10,000 ft. above the sea. The viaduct has six 80-ft. lattice girder spans, with steel trestle supports. At San Pedro (195 miles) are large reservoirs constructed at a cost of

£1,250,000 to supply fresh snow water to the nitrate fields and ports. Near this point the line skirts the base of the two volcanoes, San Pedro and San Pablo.

The summit is reached at Ascotán, and the line descends to 12,200 ft. at Cebollar, where it flanks a great borax lake, 2.4 miles in length. The Bolivian frontier is crossed at 275 miles from Antofagasta, a short distance beyond Ollagüe station. For the next 108 miles to Uyuni the line maintains an almost uniform level of 12,000 ft.

From Rio Mulato (446 miles) a branch line runs to Potosí. At Huari (498 miles) Lake Poópo comes into sight. From Oruro (575 miles) the journey is continued over the leased line of the Bolivia Railway. The scenery in this section ceases to be uninteresting near Viacha. The majestic Illimani comes into view; the Alto station is reached with its fascinating view of La Paz in the basin of the hills. For a list of the stations, distances, and altitudes upon this line see "Rail Routes in Chile."

Mollendo-La Paz (Southern Railway).

La Paz may be reached in comfort from Mollendo (Peru) by the trains of the Southern Railway of Peru. So much of the route as lies in Peruvian territory is detailed elsewhere. The line runs via Arequipa to Puno upon Lake Titicaca. Steamer is taken down the lake to Guaqui, on the southern or Bolivian shore, and from that point the journey is by rail (60 miles) over the Guaqui-La Paz Railway.

The lake is the highest navigable water in the world, and is crossed in steamers built in England and brought up in sections from the coast.

A fast service has been provided to perform the 506 miles journey in 33 hours and to allow the lake crossing to be made by daylight. The times and fares below are those of March, 1928:

Mollendo: Friday, 2 p.m. Steamer Puno-Guaqui.
Puno Mole: Saturday, 8 a.m. La Paz, arr., 11 p.m. Saturday.

Fare, 1st single, Soles 58.30; 2nd single, Soles 33.35; Saloon coach, Soles 6.50; Sleeping coach, Soles 8 (Sol = 20 pence approx.).

Baggage and passports are examined by the Bolivian officials before travellers board. The ship sails as soon after the arrival of the train as the passengers and baggage can be transferred and the formalities complied with. The state rooms are as comfortable and well equipped as on the average sea-going passenger ship. The greatest of the discomforts experienced is the cold.

From Guaqui to El Alto the railway follows the broad plateau at an almost even gradient, rising only about 1,000 ft. in the 55 miles. The first evidence that a city is near is the well-kept golf course near the railway at Alto. Here the steam locomotive is exchanged for a powerful electric motor, and it is only after the precipitous descent is begun that La Paz comes into view, nearly 1,200 ft. below. By a series of circles and loops, traversing a distance of only five miles, the train is brought to the station at the edge of the city.

Buenos Aires-La Paz.

New schedules, effective since May 1927, reduce the travelling time. Trains leaving Retiro Station, Buenos Aires, at 5 p.m. on Tuesdays and Saturdays are due in La Paz respectively on Saturdays and Wednesdays at 1.30 p.m.

Trains leaving La Paz at 4.30 p.m. on Wednesdays and Sundays are due in Buenos Aires on the following Sunday and Thursday at 9.45 a.m.

The through fare, 1st class single with sleeping accommodation, fluctuating with the rate of exchange, can be calculated at £18.

The single change of trains is at Tucumán (24 hours' ride from Buenos Aires) to the metre-gauge train that finishes the trip to Buenos Aires. Hand baggage is examined by the Customs officers in the train, and heavier luggage at Buenos Aires and La Paz.

The route affords the sight of immensely varied scenery; northbound the plains of the pampa are succeeded by the sugar fields of Tucumán with the mountains in their rear. The line ascending to the frontier through bare hillsides clad with cacti, passes to the high plateau with vistas of distant peaks and occasional fertile valleys. Rugged crags and precipices are skirted, flocks of llamas are seen, and the ever-varying colours of a journey veritably across the roof of the world are succeeded by the brilliance of the descent into La Paz.

Projected Railway.

A Bill presented to Congress proposes a new railway to La Paz from Juliaca (Peru). The line running north and east of Lake Titicaca would avoid the lake-crossing, with the breaks of journey at Puno and Guaqui, and open up valuable districts upon both sides of the frontier.

Air Services.

Over 3,000 kilometres of air lines in Eastern Bolivia are operated by Lloyd Aero Boliviano, with its headquarters at Cochabamba. The routes flown are given in the following table issued by the company:

Land Planes.	*Dist. Km.*	*Time.*	*Frequency.*
Cochabamba—Santa Cruz	390	3 hrs.	Four times weekly.
Cochabamba—Vallegrande	300	2.15	Fortnightly.
Vallegrande—Santa Cruz	190	1.30	Fortnightly.
Santa Cruz—San José	350	2.40	Monthly.
San José—Robore	150	1.10	Monthly.
Robore—Puerto Suarez	250	1.55	Monthly.
Santa Cruz—Yacuiba	600	4.30	Monthly.
Cochabamba—Todos Santos ..	200	.30	Fortnightly.

Hydroplanes.	*Dist. Km.*	*Time.*	*Frequency.*
Todos Santos—Trinidad	250	1.55	Fortnightly.
Trinidad—Santa Ana	170	1.20	Fortnightly.
Santa Ana—Guayaramerin	350	2.40	Fortnightly.
Guayaramerin—Villa Bella	80	0.35	Fortnightly.
Villa Bella—Cach. Esperanza ..	50	0.25	Fortnightly.
Cach. Esperanza—Riberalta ..	100	0.45	Fortnightly.

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BRAZIL

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

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The places in

BRAZIL

and elsewhere where Branches of the Associated Banks are situated are shown on the accompanying map.

BRAZIL.

Rio de Janeiro, the Federal capital and the pride of Brazil, is on the southern shore of a landlocked harbour of some 15 miles length and 2 to 7 miles breadth. The setting is the most admired in the world with a superb brilliance of colouring. The city extends half a dozen miles along the broken sea-front of a narrow alluvial strip between the mountains and the sea. The rich vegetation of the hillside contrasts with expanses of grey rock. Two pinnacles dominate the view and their rugged shapes create an ineffaceable impression. Strong individuality is lent to the scene by the famous granite cone, the Pão de Assucar (Sugar Loaf Mountain, 1,100 ft.), and by Corcovado, a jagged peak rising 2,300 feet from amid the houses of the city. There are other eminences, including Tijuca, the highest point in the foreground and at some 30 miles distance rise the almost fantastic shapes of the Organ Mountains with the five " Fingers of God." The entry into Rio Harbour affords an unequalled spectacle whether by night or day.

The city is worthy of its setting. The promenade facing the sea is of white marble, and five miles long. Many of the buildings are palatial, the city squares are of great beauty, with bronze statuary, fountains, and luxurious verdure. These pleasances are beautifully maintained in order, and the open-air life of the cafés lends constant liveliness and gaiety to the scene. Once an unhealthy city, Rio is one of the healthiest in the tropics, with a death-rate of twenty per thousand. The city proper occupies some 60 square miles; the Federal District 430 square miles. The population is estimated at 1,729,799. The trade winds cool the air, and the maximum temperature of about 90° F. is attained in February; the minimum, 60° F., in July. Sunstroke is uncommon. November–May is the rainy season, and the annual rainfall is some 30 inches.

LANDING :—Alongside quays at end of Av. Rio Branco.

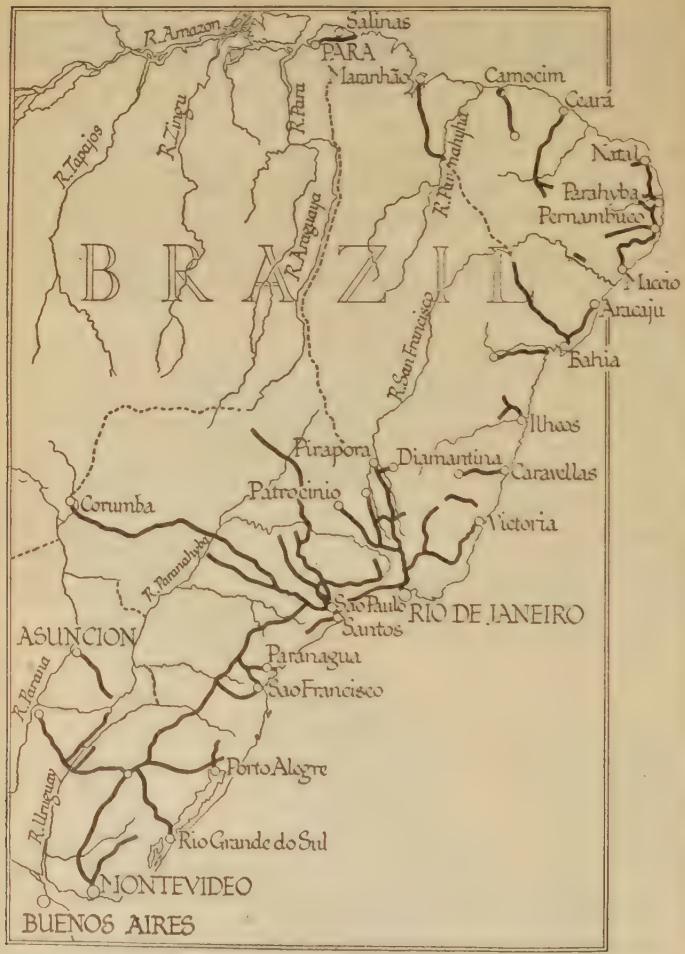
Hotels.

Name of Hotel.	Address.	No. of beds.	Tariff.
*Hotel Gloria	Av. Beira Mar	250	Per day 50–80 milreis with all meals.
*Copacabana Palace Hotel ..	Av. Atlantica Copacabana	250	
*Palace Hotel	Av. Rio Branco	200	
Hotel Central	Praia do Flamengo ..	100	
Hotel dos Estrangeiros ..	Praça Jose de Alencar ..	200	
Hotel Internacional ..	Rua do Aqueducto ..	80	
Hotel Monroe	Av. Rio Branco	—	
Itajubá Hotel	Rua Alvaro Alvim ..	400	from 30 milreis
Hotel Avenida	Av. Rio Branco	250	25–40 milreis

* Special apartments at higher rates. Milreis = 6d. (approx.).

(For announcements of local hotels and business houses, see the later section of this book, " LOCAL CLASSIFIED ADVERTISEMENTS.")

Points of Interest :—Two streets are of commanding interest. The Avenida Rio Branco, over one mile in length, 108 feet wide and with trees down its centre as well as on its causeways, is the main artery. The Avenida is lined with buildings of a pleasing



THE PRINCIPAL BRAZILIAN RAILWAYS.

ornateness, including banks and steamship offices, some hotels and public buildings, notably the Government offices, the School of Art, National Library, Supreme Court and Municipal Theatre. The Rua Ouvidor crossing the Avenida Rio Branco near its middle contains the principal shops. The Avenida Beira Mar, with its royal palms, bougainvilleas and handsome villas, coasting the Botafogo and Flamengo Beaches, offers one of the most beautiful of drives. Passage through a tunnel leads to the Avenida Atlantica, on the Copacabana Beach, the celebrated bathing-place. Along the Avenida Niemeyer, 125 feet above the sea, fine views are afforded.

The Botanical Gardens are open daily, 6.30 a.m. to 6.30 p.m. Transverse avenues of 100-ft. palm trees form the most salient feature. There are over 6,000 varieties of plants, a museum, herbarium, aquarium and library. There are Victoria Regina water-lilies of 21 ft. circumference.

The National Library in Avenida Rio Branco, founded 1810, houses over 500,000 printed books and many rare MSS. from the royal archives of Portugal. The building is open 10 a.m. to 10 p.m. on weekdays, and 11 a.m. to 3 p.m. on Sundays.

The School of Art has important works by old masters in addition to modern paintings by Brazilian and other artists.

The Annexe of the Historical Museum (Praça de Republica) is open daily 11 a.m. to 3 p.m., except on Sundays and holidays. It contains pictures, maps, and historical treasures.

The Zoological Gardens in Villa Isabel suburb contain good examples of Brazilian and imported wild animals.

The Quinta da Bôa Vista, formerly the Emperor's private park, contains many specimen trees. It is open (Mondays excepted) 8 a.m. to 5 p.m., and is upon the tram routes.

The tramway service is singularly good and inexpensive, and the routes followed allow most of the surroundings to be seen with ease. Frequent motor omnibus services to all parts.

THEATRES :—Most of the playhouses are devoted to light amusement, but occasionally opera is staged at the Municipal Theatre. Theatres of note are the Lyrico, S. Pedro de Alcantara, Republica, Trianon and San José. There are numerous first-class cinemas.

Addresses :—
British Embassy, 71 Rua Real Grandeza.
U.S. Embassy, Avenida das Nações.
British Consulate General, Praça 15 Novembro No. 10.
U.S.A. Consulate General, 300 Praia do Flamengo.
Y.M.C.A., Rua da Quitanda 47.
British Chamber of Commerce in Brazil, Avenida Rio Branco 51–53.
American Chamber of Commerce for Brazil, Avenida Rio Branco 110.

MARKETS :—"Mercado Novo," close to Praça 15 de Novembro; "Flower Market," Rua 7 Setembro. Visit early morning.

RAIL :—(1) Central Brazilian Railway to São Paulo, Santos, the South and the interior. (2) Leopoldina Railway to Victoria and the North. (3) Rio do Ouro. (4) Corcovado.

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AIR SERVICE:—Aeroplanes leave Rio for Santos to Pelotas, passing through Paranagua, São Francisco, Florianopolis, Porto Alegre, and Rio Grande.

Excursions near Rio de Janeiro.

CORCOVADO (Hunchback Mountain), by tram "Aguas Ferreas," from Av. Rio Branco to Cosme Velho Station, thence by rack railway, or by "Sylvestre" tram from Largo da Carioca and rail. Trains leave Cosme Velho for the summit. A superb view is had from the summit of the Corcovado (2,329 ft. high).

The railway ride to the summit is of some 2½ miles with stops at Sylvestre and Paneiras. Trains run at short intervals during the summer months (January–March), and less frequently during the remainder of the year. Special trains can always be chartered.

PÃO DE ASSUCAR (Sugar Loaf Mountain), by tram "P. Vermelha," from Av. R. Branco, thence to the summit by aerial railway in two stages; P. Vermelha to Morro da Urca (500 ft. high): M. da Urca to Pão de Assucar (1,100 ft.).

The car carries 15 passengers. It arrives at Urca in four minutes, and there a change is made to a second car which arrives at the summit five minutes later. The bird's-eye view of the city and its beaches is of a fascinating beauty.

TIJUCA, by tram marked "Alto da Bôa Vista," from Praça 15 de Novembro. Fare, 700 reis each way, thence by horse or foot. The best way is by motor from the city in a car sufficiently powerful to negotiate the gradients. The view from the peak of Tijuca (over 3,000 ft.) gives a good idea of the tropical vegetation of the interior, together with a capital sight of the bay and the shipping of the port. Picturesque cascades and grottos may be visited afoot.

THERESOPOLIS (3,000 ft. above sea-level) is much frequented in the summer months for the sake of its bracing air and panoramic views. Trains start from Barão de Mauá station and arrive in about 2½ hours. The roads in the vicinity are suitable for motoring.

HOTEL:—Hygino Palace.

PETROPOLIS (2,600 ft. above sea-level), a favoured summer hill resort, is reached from the Leopoldina Railway Station, whence trains leave for Petropolis, the fastest making the journey in one and three-quarter hours. For the first hour the line is fairly level, from Raiz da Serra a rack locomotive hauls the train for thirty minutes through most interesting scenery. A new road permits the journey to be made by motor-car. Petropolis is the "Simla" of Rio, with numbers of picturesque private residences, largely occupied by denizens of the capital. It was at one time the seat of Dom Pedro I, and it combines manufacturing industry with floral beauty and hill scenery. Population 30,000.

HOTELS:—Rio de Janeiro, Majestic, Palace, Europa, Bragança and Independencia.

ATLANTICO HOTEL

INSTALLED in a magnificent building constructed especially for an hotel, with all the modern comfort of a model establishment.

Its topographical situation is enhanced by its beautiful panoramas, on one side sea-shore and a wonderful view of the beach, on the other side gorgeous mountain scenery.

This establishment has 200 rooms and luxurious apartments with private bathroom and telephone, etc.

Ball-room, Casino, Dining-room, Library, etc., are installed with all comfort and modern requirements, making this establishment one of the most recommended of its kind. Magnificent verandahs, American-bar terrace, complete the well-being and perfect comfort of its guests. There is also a large garage for the hotel's private use.

A visit to this establishment means to tourists a grateful remembrance of a beautiful locality and an agreeable impression of the progress and comfort that the Atlantic Hotel offers to its welcomed visitors.

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NICTHEROY, across the bay and connected by ferries, is a residential quarter with 100,000 population, with handsome provincial Government buildings and fine private houses. The bathing is excellent. Many British and American families reside here.

Santos, the leading coffee port of the world, is some 200 miles south of Rio de Janeiro, and the natural gateway of the foreign commerce of the thriving State of São Paulo. It is reached from Rio by ocean steamers in 14–16 hours, and an excellent railway and good highways connect it with São Paulo (50 miles).

The port is three miles from the open sea and is approached up the winding Guarujá Channel, affording views of palm-dotted flat shores with irregular hills in the background. The plain upon which this city of 145,000 stands, is an island in the rainy season. The extensive wharves are scenes of great activity. The city has been improved in recent years by the construction of modern buildings, splendid avenues, and wealthy suburbs—outward signs of the prosperity of the inhabitants. Although best known for its commercial activities, Santos has a considerable local fame as a holiday resort, and each year sees increasing numbers of visitors from inland towns and neighbouring countries attracted by the magnificent beaches or, perhaps, by the opportunities for gambling in the luxurious casinos found on the sea-front.

There are fine monuments, including a new one in Avenida Anna Costa, to commemorate the brothers Andradas, heroes of the revolution of 1822; and others in the Praça Rua Barbosa and Praça da Republica, the first to Bartholomeu de Gusmão, one of the pioneers of aviation, the second to Braz Cubas, founder of the city (1544).

LANDING :—Steamer to wharf.

Hotels.

Hotel	Address.	Beds.	Tariff.
Atlantico	Gonzaga	200	30–50$000
Parque Balneario	Gonzaga (sea-front)	250	35–60$000
Palace	José Menino (sea-front)	150	25–45$000
Belvedere	Gonzaga Bay	100	25–35$000
Bandeirantes	Gonzaga (sea-front)	120	25–35$000
Santos	Centre of City	250	30–40$000
Internacional	José Menino Bay	130	20–40$000
At GUARUJÁ (forty minutes from town) :—			
Guarujá	Guarujá Bay	300	40–60$000

RESTAURANT :—
Bar Nacional, Praça Ruy Barboza 32.

(For announcements of local hotels and business houses, see the later section of this book, "LOCAL CLASSIFIED ADVERTISEMENTS.")

COASTAL STEAMERS :—Frequent regular services by Cia Costeira, south to Porto Alegre, north to Belem (Pará), and intermediate ports; or by Lloyd Brasileiro to Porto Alegre, Belem, and Manáos (Amazon River).

RAIL :—São Paulo Railway to São Paulo; Estrada Soracabana to Juquiá; hourly trains to Guarujá.

AIR SERVICE :—To Rio and to Pelotas and intervening towns.

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Excursions from Santos.

Transit passengers seeking to make the best of a few hours in Santos have the choice of various outings :—

To São Paulo by the 8.25 train, arriving 10.19, and leaving time for a drive through the city before returning at 12.15. Due in Santos 14.46.

To Alto da Serra to the summit of the forest-clad mountain range, a return journey of three hours affording time for lunch and superb views. Parties of forty can be accommodated with special tramcars to the station and special trains to the summit. Fares for the party about £11 10s.

Ascent of Monte-Serrat:—A funicular railway to the summit affords a magnificent view of the town, beaches, river, and surroundings.

To Guarujá:—Leave at 9 a.m. Motor along the Avenida Conselheiro Nebias to the Guarujá car-ferry at Ponta da Praia and along the beach to Turtle Bay. Lunch at Guarujá 11.30. Return at 12.30 via the São Vicente Suspension Bridge and Avenida Anna Costa, stopping if time allows at the Ilha Porchat for tea. Total cost about £2 per head for four persons.

For Praia Grande:—Take a motor-car via São Vicente Suspension Bridge. A magnificent beach, stretching for many miles, leads to the village of Immaculada Conceição de Itanhaen, where there is an interesting monastery. Time, two hours.

To São Paulo and Rio de Janeiro:—For the convenience of east-bound ocean travellers tours have been arranged at a cost of 450 milreis per head, which include a round of Santos, train to São Paulo, visits to Campinas and other points, and rail to Rio de Janeiro, inclusive of hotel charges, motor-cars, Pullman cars, meals and gratuities. The steamer is rejoined at Rio de Janeiro.

São Paulo, the second of Brazilian cities, has a population of over a million. Standing at an elevation of nearly 3,000 ft., its temperature is moderate and its air bracing. The shape of the town is an irregular polygon and the centre embraces the districts of Rua Direita, Quinze de Novembro, São Bento, and Praça Antonio Prado. This is the hub of the city, and is continually extending into new districts, where fine buildings are growing up. The Italian language is much heard in the streets.

São Paulo bears the impress of energy. The streets are lit by electric light; the water supply is excellent; the electric tramway service is one of the best in Brazil. Two suburbs, Braz and Moóca, are given up to manufacture and the homes of the factory workers. The commercial quarter, containing the hotels, banks, offices, and stations, is contained within a central district known as the Triangle, and this becomes increasingly the commercial centre of the country. It is in the centre that can be seen the surest index of the progress of the city and of the State. The Rua Barão de Itapetininga, a

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street of tall modern buildings, is now the centre for the display of motor cars and is bright with smart shops. At its end, close to the viaduct that leads to the smart and sunny Praça do Patriarcha, can be seen the new and magnificent headquarters of the São Paulo Tramway, Light and Power Co. Ltd., an imposing building conceived in the classic style. Looking over the viaduct to the commercial centre the landscape is now dominated by the great pile of the new Martinelli building, which dwarfs skyscrapers rising to sixteen storeys. It is twenty-five storeys high and has two basements, and is probably the largest concrete building in the world.

Educational facilities are good, and there are schools for English-speaking children. Excellent roads extend through beautiful scenery into the interior with good surfaces for motoring in all directions. The journey to Rio de Janeiro by the new 300-mile motor road can be covered in eight hours, or more quickly than by train.

The picturesque public garden, Jardin da Luz, with its gorgeous flowers is immediately in face of the handsome Luz Railway Station. The Largo do Palacio is the site of the chief public buildings. The Viaducto do Chá, which bridges a pleasing park, conducts to the Theatre Municipal, a building which challenges comparison in its size and magnificence. The Avenida Paulista is lined with mansions of great interest and is traversed en route to the famous Butantan Institute or "snake farm" (now only open to public inspection upon Sundays and holidays). The Ypiranga Museum, at about five miles from the centre—a white marble palace built in 1885 on the site on which the Independence was declared by Dom Pedro I—houses historical objects, Brazilian works of art, and a collection of flora and fauna. The daily market in Rua 25 de Marco is interesting, and the Saturday market in Largo do Arouche.

In addition to the Municipal and Santa Anna Theatres, the Casino Antartica, Apollo and Bôa Vista afford light entertainment. Of the numerous cinemas the Odeon, Paramount, Rosario, Republica, Santa Helena and Alhambra are the chief. The Imperial is the leading cabaret.

São Paulo Hotels.

Hotel.	Address.	Beds.	Tariff.
Esplanada	Facing Municipal Theatre	250	45–55 milreis
Terminus	Rua Brigadeiro Tobias	220	35–45 „
La Paz	Rua B. de Itapetininga	100	30–35 „
Regina	Lgo. Sta. Ephigenia	150	20–25 „
Rex	Rua Sta. Ephigenia	200	25–30 „

(Milreis = 6 pence approx.)

(For announcements of local hotels and business houses, see also the later section of this book, "Local Classified Advertisements.")

Excursions:—Electric trams (short circular lines): Avenida, Hygienopolis, Campos Elysees, Avenida Angelica, Santa Cecilia, Avenida Grande and Paraizo. Out of town (one hour to one and a half hours return) by electric tram: Bosque da Saude, Parque Jabaquara, Lapa, Penha, Santo Amaro, Jardin da Acclimaçao Pinheiros and Sant' Anna. Taxi-cabs cost 12 milreis per hour within

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RAIL:—São Paulo Railway to Santos and interior; Paulista Railway into the coffee, fruit and cattle districts; Central Brazilian Railway to Rio de Janeiro; Sorocabana to Southern Brazil and Uruguay.

Addresses :—
British Consulate, Rua Quintino Bocayuva 4.
U.S. Consulate, Rua Libero Badaro 133.
Y.M.C.A., Rua Santa Isabel 3.
British Chamber of Commerce of São Paulo and Southern Brazil, Rua de São Bento, 55.
American Chamber of Commerce for Brazil, Rua 15 de Novembro, 27.

Bahia :—Bahia de São Salvador de todos os Santos (Bay of the Holy Saviour of All Saints)—to give it its full title—is third largest of the cities of Brazil, and has a population of 320,000. Founded in 1510, it was till 1763 the capital of Brazil. Various of the seventy churches, the fortifications, and some other edifices belong to the sixteenth and seventeenth centuries. The upper and lower towns are connected by motor roads as well as by a public lift close to the Customhouse. The commercial quarter and the picturesque market with its negro occupants are in the lower town. The great centre of the cocoa and tobacco trades, famous for its cigars and cigarettes, Bahia has large exports of piassava, rubber, coffee, and general produce.

Steep motor roads ascend to the upper city, where interesting drives can be taken along the Avenida, across the Praça Castro Alves, past the São Bento church (rebuilt after 1624), the Instituto Geographico e Historico, the São Pedro Fort (1646–1877), the fine Praça do Duque de Caxias with its Column. The route can be continued past the British Club, the Chamber of Deputies, the Victoria and the Graça church (rebuilt 1770), along the sea front to the fishing village Rio Vermelho, and down the Barra Hill, past forts and the lighthouse, to the Avenida Oceanica.

LANDING :—By launch, the charge varies with the number of passengers taken. By boat, Rs. 5$000 per trip.

CONVEYANCES :—Motor-cars, Rs. 15$000 per hour.

STEAMSHIP SERVICES :—Regular calls by the principal vessels from Europe. National coastal steamers.

Hotels.

Name.	Address.
Hotel Sud Americano	Parça Castro Alves.
Hotel Grande	Rua Chile.
Hotel Meridional	Rua Chile.
Pensão Harbord	Barra.
Pensão Beau Sejour	Largo da Victoria.
Pensão Ingleza	72, Victoria.
Pensão Jensen	48, Victoria.

The boarding houses are generally preferred by English and American visitors.

Pará (or Belem), one of the handsomest of South American cities, 90 miles from the open sea and slightly south of the Equator, is the great port of the lower Amazon. Hot and humid in climate, it has fine squares, broad and shady boulevards, a riotous vegetation, handsome buildings and 200,000 inhabitants. The Praça da Republica is the most considerable of the city squares, whence a

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tram may be taken to the Goeldi Museum, whose grounds include collections of palms and epiphytes and of Amazonian animal life. The Bosque beyond the Museum is a jungle park. The cathedral is eighteenth century, and the white marble Paz Theatre is one of the largest in the country. The commerce is largely in rubber, nuts, cacao and timber. The roads out of the city are indifferent. A railway leads to Bragança (144 miles) on the seaboard.

LANDING :—Usually alongside.

HOTELS :—Grand, Praça da Republica, 140 beds, 12$000-17$000 per day; Café da Paz, Praça da Republica, 100 beds, 9$000-12$000 per day; Rotisserie Suisse, Praça da Republica, 15 beds, 10$000 per day; Central Hotel, Rua de Sant' Anna, 40 beds, 8$000-12$000 per day; Hotel America, Rua Cons. J. Alfredo, 40 beds, 7$000-10$000 per day.

STEAMSHIP SERVICES :—Regular communication with New York, Liverpool, Antwerp, Rio de Janeiro, and New Orleans. Coastal services to Southern Brazil twice weekly; weekly to Manáos.

Pernambuco, ordinarily the first Brazilian port of call for westbound ocean passengers, is the most important city in Northern Brazil. It consists of three portions connected by bridges: (1) Recife (the Reef), lying on a peninsula; the port is often known by this name; (2) São Antonio, on an island between the peninsula and the mainland; (3) Bôa Vista on the mainland. The three districts are connected by stone and iron bridges. Wide avenidas have been constructed in recent years, and high modern buildings have replaced the narrow streets of former times. Owing to the waterways running through the city, Pernambuco has been termed the "Venice of Brazil." Electric cars connect the business quarter with the suburbs. The population is over 350,000, and the proportion of coloured folk is large. Sugar is produced in large quantities, and good cotton, coffee, etc., is grown in the district.

The port is 1,120 nautical miles from Rio de Janeiro, which is reached in three days by mail steamer from Pernambuco. Bahia is 400 miles distant, and Maceió 120 miles. It is served by the National coastal lines as well as by ocean steamers.

Hotels.

NAME OF HOTEL.	ADDRESS.	No. OF BEDS.	TARIFF.
Hotel Central	Avenida Manoel Borba	70	25–35$000
Palace Hotel	Bôa Vista	70	15–25$000
Hotel Gloria	São Antonio	30	15$000
Recife Hotel	Rua do Imperador	65	14–20$000
Hotel do Parque	Rua do Hospicio	37	14–25$000
Hotel Lusitano	P. da Independencia	38	8–15$000
Boarding Houses—			
Pensão Almata	Rua Visconde de Goyanna, 457	30	15–22$000
Pensão Landy	Rua Bemfica	60	13–22$000
Pensão Française	Avenida Portugal	24	14–22$000

(For the announcements of local business houses, see also the later section of the book "LOCAL CLASSIFIED ADVERTISEMENTS.")

COMPANHIA DE NAVEGAÇÃO LLOYD BRASILEIRO

TRANSATLANTIC LINES.

SANTOS—HAMBURG	Passengers and Cargo: Two sailings each month (from Rio on 15th and 30th).
SANTOS—NEW YORK	Cargo: Two sailings each month (from Santos on 15th and 30th, only calling São Salvador).
SANTOS—NEW ORLEANS	Cargo: Two sailings each month (from Rio on 13th and 28th).

COASTAL LINES.

MANÁOS—BUENOS AIRES	Passengers and Cargo: Three sailings per month to Northern ports on 10th, 20th and 30th; three sailings per month to Southern ports on 3rd, 13th and 23rd.
RIO—BELEM ..	Passengers and Cargo: Weekly sailings (from Rio on Friday).
RIO—PORTO ALEGRE	Passengers and Cargo: Weekly sailings (from Rio on Thursday).
RIO—RECIFE ..	Passengers and Cargo: Two Sailings per month (from Rio on 15th and 30th).
RIO—LAGUNA ..	Passengers and Cargo: Four sailings per month (from Rio on 7th, 15th, 22nd and 30th).
LAGÔA MIRIM ..	Passengers and Cargo: Three sailings per month (from Rio Grande on 10th, 20th and 30th).
MONTEVIDEO—CORUMBA	Passengers and Cargo: Two sailings per month (from Montevideo on 5th and 20th).
RIO—TUTOYA ..	Cargo: One sailing per month (from Rio on 10th).
RECIFE—PORTO ALEGRE	Cargo: Three sailings per month to Northern ports on 8th, 18th and 28th: Three sailings per month to Southern ports on 1st, 11th and 21st.
SOUTH BRAZIL—RIVER PLATE	Cargo: Two or three sailings per month, from Antonina, Paranaguá or São Francisco.
FORTALEZA—SANTOS	Cargo: Two or three sailings per month.

OFFICES:

Rua do Rosario, Nos. 2/22 (Telephone Norte 4041/4).

Cable Addresses: RIO: DYOLL. AGENCIES: NAVELOYD.

SHOPPING CENTRES :—Rua Nova (New Street) in Recife, S. José Market, and Rua Duque de Caxias.

POINTS OF INTEREST :—There are various old churches in the town and some of these are well worth a visit.

EXCURSIONS :—Olinda, a seaside resort and the old capital, is situate about five miles to the north of the city and is served by a regular service of tramcars. This town contains many old Dutch churches, some of which have been converted into monasteries and convents.

Bôa Viagem is to the south of Recife, and is the newest and most fashionable residential quarter of Pernambuco. An imposing promenade runs along the sea edge for a distance of five miles, and commands a striking view of the Atlantic, whilst the other side is fringed with a belt of coco-nut palms among which are dotted modern chalets and villas. The journey by car from the town occupies about an hour, and affords a good idea of the recent progress made in Pernambuco.

RAIL :—Recife is the headquarters of the Great Western of Brazil Railway, with lines south to Maceió, north to Parahyba and Natal, with a central route to Rio Branco.

Coastal Steamers :—Three regular lines of steamers run frequently between Brazilian coastal ports, viz. Cia. de Navegação Lloyd Brasileiro, Cia. Costeira, and the Lloyd Nacional.

Pernambuco is one of the ports of call of the Cie. Générale Aeropostale which is engaged in the Europe-South America air-mail service.

Addresses :—

British Consulate, Bank of London and South America, Rua do Bom Jesus, Recife.

U.S. Consulate, Bank of London and South America, Rua do Bom Jesus, Recife.

OTHER TOWNS.

Aracajú, the capital of Sergipe State, some 270 miles north of Bahia, and the most considerable port between that city and Maceió, has a population of some 45,000.

HOTELS :—Internacional, Estados.

Bello Horizonte, on the Central Railway, 376 miles north of Rio de Janeiro, capital of the prosperous State of Minas Geraes, is the second of the inland cities. Nearly 3,000 ft. above sea-level, its climate is invigorating, and its surroundings are of a natural beauty. Well planned and built, centre of important mining and agricultural industries, as well as of diamond cutting, it is of growing commercial importance, and has numbers of Italian and German settlers. A motor road to Rio is under construction. Population 55,000.

HOTELS :—Avenida, Grande, Palace.

Cabedello, the port for Parahyba, is half an hour's train journey from that city, and 8 hours' steaming by coastal vessel from Pernambuco. It is a regular port of call for the Pernambuco–Pará coastal steamers.

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Campinas, 68 miles from São Paulo, upon the Paulista Railway, a town of 153,000 inhabitants, is important as a clearing-point for the coffee crop, and itself a large centre of coffee production and of the new silk-rearing industry. There is a good and highly picturesque motor road from São Paulo, and the route is a favourite one for tourists wishful to see the plantations.

HOTELS :—Pinheiro, Grande Paulista, Brasil, Victoria, Campinas, D'Oeste.

Caxambú, 932 metres above the sea-level, is famous for its wealth in mineral waters, specially recommended for diseases of the stomach, kidneys, and bladder. The seasons at this watering resort are from January to April and September to October.

The distance from Rio de Janeiro is 370 kilometres. There are excellent hotels at this Spa. About 10,000 visitors frequent it every year.

Ceará (Fortaleza), the capital of the State of the same name with a population of 80,000, has an open roadstead where ships drawing up to 25 ft. discharge into lighters. It is 360 miles from Maranhão, and is reached from Parnahyba and Natal by steamer. A large trade is done with Pernambuco, for the district is rich in cotton, hides, rubber, coffee, sugar, and wax.

HOTELS :—De France, Avenida.

RAIL :—To Baturite, Iguatu, and Inganzeiras (333 miles).

Corumbá, the chief commercial city in Matto Grosso State, is upon the Paraguay River, and in regular steamer communication with Buenos Aires. Its proximity to Puerto Suarez (11 miles) on the Bolivian frontier lends the town an international importance. The urban population is some 10,000, the town stands upon rising ground, and its flat-topped buildings present an imposing view from the water. São Paulo is reached by steamer to Porto Esperança and the North-Western Railway.

Curityba, the capital of Paraná State, a city of 80,000, enjoys a bracing climate due to its elevation of 3,000 feet. The town is picturesquely laid out and is of commercial importance as the chief centre of the herva-matté trade as well as from its proximity to extensive pine forests and considerable coffee plantations. It is connected by rail with the rising port of Paranaguá and, via Ponta Grossa, with São Paulo.

HOTELS :—Yonscher, Grand-Hotel Moderno, Tassi, Roma.

Cuyabá, the capital of Matto Grosso State, upon Cuyabá River, a tributary of the River Paraguay, is accessible by water from Corumbá. A new road of 600 miles is to give connection near Campo Grande with the North-Western Railway. The level is about 800 ft., the population is 20,000, the district is pastoral, and productive of gold and diamonds.

Diamantina, in the State of Minas Geraes, and some 560 miles north of Rio de Janeiro, is the centre of the diamond industry. It is in the hills 3,670 ft. above the sea, and has a mild climate with some 65 in. of rain per annum. It is served by the Central Railway via Curralinho.

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Two stops are made en route: the first at Silvestre, 770 feet above sea-level, and the second at Paineiras, 1,525 feet high, where the Paineiras Hotel and Restaurant is located. From this point it is possible to make a side trip on foot along the picturesque old viaduct to Tijuca. The last stop is at the foot of Corcovado's Cap (Chapeo do Sol), 2,198 feet high, whence a climb of 131 feet takes one to the observation platform.

During the Brazilian summer (January–March) train service is regular and frequent, whereas during the remainder of the year it is reduced, although special trains may be chartered for any hour of the day or night. The fare per passenger on regular train is three milreis (3$000) the round trip.

For further details apply to the TRAFFIC DEPARTMENT,

THE RIO DE JANEIRO TRAMWAY, LIGHT & POWER CO. LTD.,

Rua Marechal Floriano Peixoto, 168, First Floor,
RIO DE JANEIRO,

Or 'phone Norte 4040, Norte 6835, Norte 237.

Florianopolis, the capital and chief port of the small State of Santa Catharina, stands on Santa Catharina Island. It is a port of call for coasting steamers, with some 40,000 inhabitants, and is now connected with the mainland by a steel bridge 850 metres long, with a span of 350 metres.

HOTELS :—Moura, Metropole.

Ilheos, in Bahia State, and about 120 miles south of the city of Bahia, stands near the mouth of the Cachoeira River. The port serves a district producing about 65 per cent. of the cacao crop of Brazil, or 10 per cent. of the world supply, and is in direct ocean communication with New York, and promises to become the chief distributing-point for the south of the State. Coasting steamers call and produce is collected by means of the Bahia South-Western Railway, which runs inland to Itabuna, and has branches to Agua Preta, Sequeira do Espinho, Rio de Contas and Jequié, fertile cacao districts.

HOTELS :—Lopes, Coelho.

Maceió, 200 sea miles from Pernambuco and about 270 miles by sea from Bahia, has a population of 40,000. It is a cotton and sugar port with a lighthouse built on an eminence in the middle of the town, quite half a mile from the sea. Its seaport, Jaraguá, is 1½ miles distant.

LANDING :—By shore boat.

HOTELS :—Nova Cintra, Petropolis.

RAIL :—Great Western of Brazil to Pernambuco.

EXCURSIONS :—S. Francisco River (via Penedo), to visit magnificent Paulo Affonso Falls; or by train to Quebrangulo or Garanhuus, and thence by motor. To Alagôas, the old capital of the State.

The FALLS OF PAULO AFFONSO are two hours on horseback from Pedra Station. They are formed by the confluence of five branch streams forming four cascades above the main fall "Mai do Cachoeiro," and below this the São Francisco River roars through a gorge clothed with dense tropical vegetation.

Manáos, about 1,000 miles up the Amazon, is visited (see p. 194) by Booth Line steamer from Liverpool. It is the collecting-point for the produce of a vast area served by the tributaries of the great river, extending to parts of Peru, Bolivia, and Colombia. The city was founded in 1848; its population is some 45,000. The market is interesting to collectors of curios, and the neighbouring forest to naturalists and sightseers. The buildings are modern, and include many cafés of a handsome type. The ordinary steamship journey from Pará occupies four days.

HOTELS :—Casino, Grande.

Maranhão (or São Luiz de Maranhão), the capital of its State, stands upon the island, 250 miles south-east of Pará, between the Bays of São Marcos and São José. It has some 60,000 population, and its cultural traditions have earned it the name of the Brazilian Athens. The port is well sheltered. There is a cotton manufacturing industry of some importance; the collection and crushing of oil nuts and the refining of sugar are carried on.

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LOCAL CLASSIFIED ADVERTISEMENTS

p. 671

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HOTEL :—Central.

Matto Grosso, in the State of the same name, has about 5,000 inhabitants. It is a Government military station on the western border, adjoining Bolivia. It is upon the Guapore River, a tributary of the Madeira, navigable by small launches. There is trade in rubber, medicinal herbs, and minerals.

Natal, capital of the State of Rio Grande do Norte, has 30,000 inhabitants. Sugar and cotton are exported, as well as salt, carnauba wax and hides. Weekly coastal steamers serve the port, and there are rail connections with Parahyba, Pernambuco, and Maceió.

HOTELS :—Internacional, Avenida.

Obydos, in the State of Pará, and some 600 miles up-river from the port of Pará, is visited by river steamer. The town is on the north of the Amazon in a cacao, tobacco, coffee, and sugar-growing district. The municipality has a population of 20,000.

Parahyba, capital of its State, on the Parahyba River, with 25,000 inhabitants, is used for coasting traffic. Ocean-going steamers load and unload at Cabedello, 11 miles distant, where there is a railway wharf and a connection with Pernambuco (133 miles).

HOTELS :—Central, Europa, Do Norte.

Paranaguá, the chief port of the State of Paraná, in a lagoon-like harbour, visited by cargo vessels up to 6,000 tons, is used largely for the export of herva matté and increasingly for coffee, of which 311,071 bags were shipped in 1928. An airport has been constructed, and a scheme is in existence for the provision of deep-water wharves and electric light and power are being installed. The port dates from the colonial period, and the town, although small, has interesting and historic churches. Steamer passengers go ashore by launch and by tramway or motor-car into the town. The rail journey from São Paulo is made via Ponta Grossa and Curityba.

HOTELS :—Winz, Fonseca, Grand, Progresso.

Parnahyba, eleven miles from the mouth of the river of the same name, is the capital of Piauhy State, and a port of some commercial importance for the export of tropical produce and cattle. The population is some 15,000.

HOTEL :—Central.

Pelotas, the second city in the State of Rio Grande do Sul, is some 30 miles up the Lagôa dos Patos between the ports of Rio Grande do Sul and Porto Alegre. It is a modern town of 80,000 inhabitants, and notable for its cleanliness, and in possession of the latest improvements. The surroundings are hilly, and the scenery is pretty.

HOTELS :—Grand, Alliança, Schaefer.

POINTS OF INTEREST :—Park, racecourse, football ground, tennis clubs, and a large theatre.

EXCURSIONS :—To Capao de Leon, Piratiny, Jaguarao, etc.

COMMUNICATIONS :—Rail to Rio Grande do Sul, Bagé, Montevideo, and Rio de Janeiro. Local steamers to Porto Alegre (18 hours). Montevideo and Rio de Janeiro.

Porto Alegre, like the other two ports of the district, Rio Grande and Pelotas, is on the Lagôa dos Patos, a large fresh-water lake. A large area of reclaimed land has been utilized for building. Extensions have been made to the quays, port warehouses, and cargo facilities. Porto Alegre is the capital of the State of Rio Grande, and the most important commercial centre south of São Paulo, with a district population of 250,000. The climate is temperate, and the surroundings are found agreeable by an increasing number of visitors.

The panorama of Porto Alegre is delightful, reminding one both of Bahia and Montevideo. Most of the houses are on a promontory of fair height, dominated by the new Presidential Palace and by the two high white towers of the old church of Nossa Senhora das Dores.

HOTELS :—Grande, Majestic, Schmidt's.

POINTS OF INTEREST :—Racecourse, football grounds, tennis clubs, several picture palaces and theatres, rowing, sailing, and motoring. The scenery is pretty and the roads are fair.

EXCURSIONS :—Tristeza, Belem Novo, Belem Velho, Itapuam, Cidreira, and others by water or road.

RAIL :—To Rio de Janeiro, Montevideo, and Buenos Aires. The journey takes five days to Rio, three to Buenos Aires, and two to Montevideo. There are trains three times weekly to Rio; four times a week to Argentina and Montevideo.

COMMUNICATIONS :—Small coasting passenger steamers to and from Rio de Janeiro three times a week.

Addresses :—
British Consulate, Edificio Sud America, 352 Rua General Camara.
U.S. Consulate, 15 Rua General Joao Manoel.
Y.M.C.A., Rua Vigario José Ignacio 49.

Porto Alegre possesses a large number of good concrete roads, and delightful motor drives can be taken throughout the surrounding country. The city is becoming one of the most modern and up-to-date in Brazil.

Ribeiro Preto, in São Paulo State, the centre of a rich coffee-growing district, is also a seat of the steel industry. The town is 262 miles from São Paulo city by Mogyana Railway. Population 70,000.

HOTEL :—Central.

Rio Grande do Sul, near the entrance of the Lagôa dos Patos, ranks fifth in importance among the ports of Brazil. It is the most southerly port available to ocean-going steamers, and is 730 sea miles from Rio de Janeiro. Its cattle and meat industries are important, and the city is prosperous, and has a population of 60,000. There are good coastwise steamship services to Rio de Janeiro, Porto Alegre, and intermediate points.

LANDING :—Alongside wharf.

HOTELS :—Paris, Bristol, both in Rua Mareçhal Floriano.
EXCURSIONS :—To Villa Sequira, a seaside resort, about forty minutes by train; good bathing.
RAIL :—To Pelotas, Bagé, and Montevideo.

Santarem, one of the most interesting places passed upon the voyage up the Amazon, stands at the confluence with the Tapajoz River, some 300 miles from Pará. There are red-tiled houses on the slope rising from the river, and ships are visited by natives with parrots and specimens of craftsmanship for sale. Urban population 3,000.

São Francisco, in Santa Catharina State, is a port of call for coasting steamers, and terminus of a line of railway which gives at Porto União (461 kilos) trunk connection with Rio de Janeiro and Argentina. The town of about 10,000 population serves a district rich in rice, manioc, herva matté, and timber.
HOTEL :—Mattana (40 beds).

São Sebastião, about 70 miles north of Santos, in a channel between the island and the mainland, is the seat of projected port works. The point has been selected as a suitable one for a port auxiliary to Santos for the relief of the congestion of traffic to and from the State of São Paulo. The plans include a railway connection with São Paulo.

Sorocaba, in São Paulo State, and 68 miles west of the city of São Paulo, is the centre of a cotton-growing district. The altitude is some 1,800 feet, and the climate temperate. The population is 30,000. Cattle markets are held, and the manufacture of textiles is carried on. The Sorocabana Railway serves the town.
HOTEL :—Vicente.

Uruguayana, upon the Uruguay River, facing Argentina, is of importance as a frontier town, a centre of the cattle industry, and the head of the Uruguayana Railway from Porto Alegre (480 miles).
HOTELS :—Moderno, Victoria.

Victoria, capital of Espirito Santo State, is some 400 miles north-east of Rio de Janeiro, and accessible from that point by Leopoldina Railway (20 hours), or bi-weekly coastal steamers (24 hours). It stands upon an island separated by a few hundred yards from the mainland. The population is some 20,000, and the rail connections, other than with Rio de Janeiro and São Paulo, include points in the north of Minas Geraes State. Coffee, cacao, and tropical produce are exported, and the port is well placed in relation to the manganese mines.
Hotels :—Palace, 22 beds, 10–12 milreis; Internacional, 50 beds, 10–12 milreis; Victoria, 17 beds, 10–12 milreis.

PHYSICAL FEATURES.

The sixteenth-century navigators mistook **Brazil** for another and larger West Indian island, and named it Ilha de Vera Cruz. The name Terra de Brasil (= red dyewood land) followed upon the discovery and supply of a dyewood (*Caesalpinia echinata*), similar

in its properties to the Brazil wood (*C. sappin*), which had long been imported into Europe from Asia. The derivation is conjectural, but it is probable that "Brazil" or "the Brazils," is a corruption of an Oriental word. Estados Unidos do Brazil (United States of Brazil) is the official designation.

The fourth largest country in the world, Brazil is the largest of the South American Republics, and touches the boundaries of all except Ecuador and Chile. It has an area of 3,275,510 square miles, which is three-sevenths of the whole of the South American sub-continent. Its sea-board is 4,060 miles. Brazil is larger than Australia, and approximately four-fifths the size of Europe. It extends 2,629 miles from Cape Orange to the River Chuy, and 2,600 miles from Olinda westwards to the Peruvian boundary.

The two river-basins of the Amazon and La Plata comprise about three-fifths of the total area. Both are heavily wooded, and the Amazon basin is annually in flood over a wide extent. The huge plateau forming the country's main physical feature is a table-land from 1,000 to 3,000 ft. above sea-level, and traversed by two great mountain-chains. The coast range (Serra do Mar) culminates in the Organ Mountains near Rio de Janeiro at an elevation of 7,323 ft., while the inland range attains a height of 9,823 ft. (probably the highest in Brazil) at the Itatiaya peak. There is also the Central or Goyana mountain system, consisting of an eastern range, 4,206 ft. at its highest, and a western range which forms the parting of the Paraná and Tocantins-Araguaya river-basins, and has a peak of 4,500 ft. near the city of Goyaz. This enormous region consists principally of chapadões, or large table-lands, and deep river-valleys. Much the vastest of these chapadões is the Amazonian, which comprises the greater part of the States of Matto Grosso and Goyaz, most of southern Pará, and considerable portions of West Maranhão.

The **Amazon** river-system covers and drains the whole north-west of Brazil. In the extreme north-east there is a smaller area, outside the Amazon sphere, whose rivers—the Araguary, Amapá, Calçoene, Cassiporé, and Oyapok—flow east to the Atlantic. Of the rivers of the great plateau, the Parnahyba has a course of 900 miles, and is the boundary between the States of Piauhy and Maranhão. The largest river of the east coast is the São Francisco, a stream belonging essentially to the inland table-land region. Similarly, the Parahyba do Sul is the greatest of the Atlantic coast rivers south of the São Francisco; it flows from east to west through the fertile State of Rio de Janeiro, and has a total course of 658 miles, about 150 of which are navigable.

There are no large coastal rivers south of Cape Frio, but the rivers of the other great system—the Rio de la Plata—are important. The tributaries of the Paraguay and of the Paraná respectively drain the south-west of Matto west of Minas Geraes. The Paraná is much broken by falls and rapids, though between its two great

waterfalls is an open channel nearly 300 miles long. A similar remark applies to the River Uruguay, whose tributaries are also impeded by rapids.

There are 30,070 miles of navigable rivers in Brazil, over 17,130 miles of which there is a regular service of vessels.

Climate : Brazil may be divided into three zones. The first zone occupies the equatorial region and extends to the tenth degree of lat. south. The second reaches from the tenth degree of lat. south to the tropic of Capricorn. The third zone lies between the tropic of Capricorn and parallel 33°45″, the southern limit of the Republic. The characters of these zones are as follows :—

First zone : Mean temp. 81° F. The climate of the upper Amazon is warm and damp, except during the friagem, or cold spells. The middle of the day is hot, but the mornings are cool, and the afternoons bearable. Frequent showers cool and purify the atmosphere.

Second zone : Mean temp. 74-80° F. in the lowlands, and 64-70° F. in the higher parts.

Third zone : Mean temp. 62-66° F.

The climate of Southern Brazil, including Rio de Janeiro, is sub-tropical. Northern Brazil is inclined to be enervating, although a more bracing climate prevails on the table-lands.

Estimates of the **population** based upon the calculated rate of increase give a total of 42,637,000 at the end of 1928.

(Estimates 1926.)

States.	Population.	States.	Population.
Alagôas	1,117,045	Paraná	870,225
Amazonas	409,699	Pernambuco	2,617,310
Bahia	3,859,241	Piauhy	738,740
Ceará	1,520,335	Rio de Janeiro	1,844,304
Federal District (Rio de Janeiro)	1,360,586	Rio Grande do Norte	666,903
Espirito Santo	587,451	Rio Grande do Sul	2,683,683
Goyaz	640,491	Santa Catharina	847,650
Maranhão	1,047,206	São Paulo	5,751,822
Matto Grosso	312,661	Sergipe	524,095
Minas Geraes	6,902,511	Acre Territory	106,374
Pará	1,269,344	Total	36,870,972
Parahyba	1,193,260		

Foreign Population :—The most recent estimates place the total of foreign residents at over 1¾ millions. The number fluctuates with the ebb and flow of short-term immigration. The proportions of the respective nationalities are suggested in the following table :—

Germans	52,870	Chileans	445
Austrians	26,354	North Americans (U.S.A.)	3,429
Belgians	1,937	Paraguayans	17,329
French	11,894	Uruguayans	33,621
Spanish	219,142	Other Americans	13,200
British	9,637	Japanese	27,976
Italians	558,405	Asiatic Turks	50,251
Portuguese	433,577	All other races	6,069
Other Europeans	77,698	Total	1,565,951
Argentines	22,117		

CHARACTERISTICS OF THE STATES.

Of the twenty States of Brazil, the five following are without seaboard :—

AMAZONAS. 1,849,724 sq. kilometres.

The largest and least populated of any, is an immense alluvial plain of equatoral forest watered by the Amazon.

Products.—Rubber, nuts, drugs, timber.

ACRE. 191,000 sq. kilos.

A territory which has not been advanced to the rank of a State, in the depths of Amazonas, abuts upon the Peruvian and Brazilian frontiers, and is almost virgin forest.

Products :—Rubber, timber.

MATTO GROSSO. 1,378,783 sq. kilos.

Literally "Great Forest"; has extensive plains affording good pasture with many rivers and, in the higher regions, a healthy climate.

Products :—Cattle, precious metals.

GOYAZ. 747,311 sq. kilos.

Mainly tableland with vast forests and pastures, forms the heart of the country and lies between Matto Grosso and the eastern States.

Products :—Gems, cattle, tobacco.

MINAS GERAES. 574,855 sq. kilos.

Relatively closely populated, with the mineral resources indicated by its name (literally "General Mines"), is an upland State of a warm temperate climate with tropical and other forest growth and large pasture.

Products :—Agricultural, pastoral, gold, and iron.

Following the coastline from north to south the seaward States are encountered in the following order :—

PARÁ. 1,149,712 sq. kilos.

With alluvial lowlands and more temperate uplands, spans the Amazon delta and is crossed by rivers originating in the Guianian highlands and on the slopes of the central plateau. The soil is fertile and the climate not unhealthy.

Products :—Nuts, timber, rubber, cacao, tobacco, manioc, rice, sugar, livestock.

MARANHÃO. 459,884 sq. kilos.

On the north coast, with a dry, hot climate and a rainy season covering the first half of the year, slopes from the plateau to the Atlantic, and is intersected by many rivers.

Products :—Cotton, wax, tapioca, oil nuts, livestock.

PIAUHY. 301,779 sq. kilos.

The coastline is merely 33 kilos, and the depth about 900 kilos. Hot, dry, healthy in climate, with more rain than is common in N.E. Brazil, the State is subject to severe autumnal droughts.

Products :—Wax, skins, cotton, tobacco.

CEARÁ. 104,250 sq. kilos.

Hilly, dry, hot, and periodically subject to drought, has few trees and a soil which absorbs little moisture.

Products :—Cotton, wax, cereals, livestock.

RIO GRANDE DO NORTE. 57,485 sq. kilos; and

PARAHYBA. 74,731 sq. kilos.

Together form the northern part of the most easterly extremity of the continent. The littoral is swept by sea breezes; droughts are frequent.

Products :—Cotton, sugar, wax, hides, salt.

PERNAMBUCO. 128,395 sq. kilos.

The chief sugar-growing centre with a climate humid on the coast and dry in the interior, and always hot, has a soil especially favourable to agriculture.

Products :—Sugar, cotton, coffee, fruits.

ALAGOAS. 58,491 sq. kilos.

Coastal lagoons account for the name of the State, which is of an undulating contour with a generally hot humid climate.

Products :—Sugar, cotton, goats.

SERGIPE. 29,090 sq. kilos.

The smallest State, sharing the physical character of its neighbour, is predominantly agricultural.

Products :—Sugar, cotton, mandioca, salt.

BAHIA. 426,427 sq. kilos.

Hilly near the coast, with plateaux and watered plains in the interior, is the chief centre of cacao growing. The first State to be colonized from Europe, it has considerable mineral wealth, and forests of the Amazonian character.

Products :—Cacao, tobacco, sugar, coffee, hides.

ESPIRITO SANTO. 44,839 sq. kilos.

A coastal strip, hilly, well watered, enjoys fresh breezes and a climate temperate and warm at the higher altitudes, humid in the lowlands.

Products :—Coffee, beans, maize, sugar, hides, monazite.

RIO DE JANEIRO. 68,982 sq. kilos.

Sharing the physical characteristics of Espirito Santo, includes the Federal District.

Products :—Coffee, sugar, vegetables, cattle.

SÃO PAULO. 290,876 sq. kilos.

Closely colonized by Italian immigrants, the most industrialized and commercially prosperous State of the Union, has a hot, narrow coastal zone, a moist, cool zone on the edge of the Serra, with a dry and moderate temperature on the rest of the plateau.

Products :—Coffee, cattle, cereals, cotton, fruits, mineral and miscellaneous manufactures.

PARANÁ. 251,940 sq. kilos.

Mountainous except in the west and south, temperate, and suited for agriculture; has extensive pine woods.

Products :—Herva matté, timber, coffee, cereals, beans.

SANTA CATHARINA. 43,535 sq. kilos.

Agricultural, with a warm temperate climate, with highlands in the west, is subject to distinct seasonal changes of climate.

Products :—Manioc, maté, coffee, cattle.

RIO GRANDE DO SUL. 236,553 sq. kilos.

Larger than the adjoining Republic of Uruguay, the most southerly State is temperate in climate, and has rich pastures and good arable soil.

Products :—Meat, wool, fruits, cereals.

GOVERNMENT.

Constitution :—Brazil was an Empire from September 7, 1822. A Republic was declared on November 15, 1889, a provisional Government being established and a Constituent Assembly convoked. This latter promulgated the Federal Constitution of the Republic of the United States of Brazil on February 24, 1891, former provinces being converted into Federal States.

The Constitution is based on that of the United States of North America. The Federal States are empowered to legislate on all matters not pertaining exclusively to the Federal Government, and each has its own Government and administration, revenue and budget. To the Federal Government belongs the right of civil and commercial legislation throughout the Republic and criminal legislation in the Federal District. Judicial organization is on the same basis, and judicial power is vested in the Federal Judiciary authorities.

Legislative power is exercised by the Senate and the Chamber of Deputies. The Senate is composed of three senators from each State, who are elected for a term of nine years, one-third of the members retiring every three years. A Senator must be at least thirty-five years old and have been a Brazilian citizen for more than six years. The same rule applies to the Deputies, of whom there is one for every 70,000 inhabitants, and not less than four for each State.

Executive power is vested in the President, who is elected by direct vote for a term of four years, and is ineligible for an immediately following second term. The Vice-President is elected with the President and acts as his deputy in cases of necessity, and is also President of the Senate. The Ministers have no seat in Congress, and are responsible for their acts only to the President.

PAST PRESIDENTS.

Marshal Deodoro da Fonseca (proclaimed the Republic) ..	1889
Marshal Floriano Peixoto	1891
Dr. Prudente José de Moraes e Barros	1894
Dr. Manoel Ferraz de Campos Salles	1898
Dr. Francisco de Paula Rodrigues Alves	1902
Dr. Affonso Augusto Moreira Penna (died in office)	1906
Dr. Nilo Peçanha (former Vice-President)	1909
Marshal Hermes da Fonseca	1910
Dr. Wenceslao Braz	1914
Dr. Epitacio Pessoa	1919
Dr. Arthur da Silva Bernardes	1922

PRESIDENT AND VICE-PRESIDENT.

President (1926–30)	Dr. Washington Luis.
Vice-President (1926–30)	Dr. Mello Vianna.

MINISTRY.

Marine	Admiral Pinto da Luz
War	Genl. Nestor Zesefredo dos Passos
Finance	Oliveira Botelho
Foreign Affairs	Octavio Mangabeira
Interior and Justice	Vianna do Castillo
Agriculture	Lyra Castro
Public Works	Victor Konder

The elections are on the basis of universal suffrage for all citizens over twenty-one, if registered according to the law, with the exception of beggars, illiterates, soldiers, and members of monastic orders.

The Constitution guarantees to Brazilians and foreigners residing in the country inviolability of rights respecting the liberty and safety of the individual and his property. Foreigners enjoy all civil rights, but are ineligible for certain professions, such as stockbrokers, auctioneers, and lawyers.

The Constitution recognizes **naturalization** in the following instances :—

Foreigners who were in Brazil on November 15, 1889, when the Republic was proclaimed, and did not declare within six months thereafter their wish to retain the nationality of their birth.

Foreigners who possess real estate in Brazil and are married to Brazilians or have Brazilian sons, so long as they reside in Brazil and do not state their intention of not becoming Brazilian citizens.

Foreigners who become naturalized by any other procedure.

The **language** is Portuguese. Italian and German are much spoken in the Southern States, as many Italians and about 500,000 persons of German extraction have settled in these districts. Over 600 German schools exist in Brazil.

Failing Portuguese, correspondence should be conducted in French or English.

There is no State **religion**; but the Roman Catholics, with a Cardinal Archbishop, and Bishops in all the larger cities, predominate. The separation of Church and State was carried out by the Republic. All religions may be practised, whether privately or publicly.

The standing **army** had 40,268 effectives at December 31, 1928, and the **navy** 12,839 effectives.

Courts of Law :—The Supreme Federal Court sitting at Rio de Janeiro is composed of fifteen judges, nominated by the President subject to the approval of the Senate, and of as many judges of lower courts as Congress may appoint. The appointments are for life.

There are Divisional Courts throughout the various States, in each of which there is a Federal Judge, and municipal magistrates and justices of the peace who are elected for a term of four years. The Civil Courts are closed from February 1 to March 31. The Criminal Court is open all the year.

Capital punishment is abolished, except under military law. Criminal irresponsibility is recognized up to nine years of age, and power of discernment is presumed from that age until 14, when full criminal responsibility applies. There is no divorce.

Extradition is permitted of both natives and foreigners, but in the case of the former is only granted when the country requesting it gives an assurance of reciprocity. It is not conceded for political offences, military excesses, offences against religion or the Press; crimes entailing under Brazilian law imprisonment for less than 12 months; when the offence was committed outside the period of statutory exemption of the petitioning country; or where the offender would have to answer before a special court in his own country.

Local Administration :—Each Federal State is governed by a President who exercises the executive power, and by a Provincial Assembly which legislates on all matters affecting provincial administration and provides for State expenses and needs by levying taxes. It also legislates on civil and criminal affairs affecting its own territory.

A BRAZILIAN CALENDAR.

1499. Part of the coast explored by Vicente Pinzon.
1500. Coast near Bahia discovered by Pedro Alvarez Cabral.
1501. Americo Vespucci commands an expedition to Brazil.
1503. First settlement established at Bahia.
1530. Brazilian coast visited by William Hawkins.
1532. Coastal regions of Brazil divided into captaincies.
1542. Bahia visited by Thomas Pudsey of Southampton.
1555. The French establish themselves at Rio de Janeiro.
1564–72. Vice-Royalty of Mem da Sa.
1567. French finally expelled from Rio de Janeiro by the Portuguese.
1572. Brazil divided into two Governments at Bahia and Rio de Janeiro.
1574. Negro slaves introduced.
1577. General Government re established. First English commercial relations opened up with Santos by John Whithall.
1617. First news-sheet founded.
1630. Pernambuco captured by the Dutch.
1662. Holland signs a treaty surrendering her claims in Brazil.
1681. First discovery of gold.
1686. Yellow fever introduced.
1718. Gold discoveries on the Cuyabá.
1727. Diamonds discovered in Diamantina. First coffee plants introduced by the French.
1762. Seat of Government transferred from Bahia to Rio de Janeiro.
1808. Arrival of the Portuguese Court, escorted by a British naval force, in Brazil.
1815. Brazil elevated to the rank of a kingdom.
1820. The opening of the Rio de Janeiro Exchange.
1822. Dom Pedro declared Emperor.
1824. Adherence to the Monroe Doctrine.
1825. Independence of Brazil acknowledged by Portugal.
1831. Dom Pedro abdicates the Brazilian throne.
1847. First German colonists arrive.
1849. Rosas proclaims war against Brazil.
1850. The Royal Mail Steam Packet Company begins its service.
1853. First railway travelling accomplished near Rio.
1858. First section of Central Railway of Brazil inaugurated.
1870. Treaty of Peace with Paraguay. State-aided immigration begins.
1874. First South American cable laid between Pernambuco and Lisbon.
1877–79. Great drought in Ceará.
1888. Slavery abolished. Extension of coffee planting.
1889. Republic proclaimed. General Deodoro da Fonseca elected first President.
1890. Republic recognized by Great Britain and the United States.
1891. The Constituent Assembly promulgates the Federal Constitution.

1893. Compulsory education enacted.
1895. The coffee boom.
1903. Treaty of Limits with Bolivia; cession of the Acre to Brazil.
1905. Crisis in coffee trade.
1906. Coffee valorization instituted in São Paulo. São Paulo Agency of Colonization and Labour founded. Caisse de Conversion opened.
1908. Conscription adopted.
1909. Permanent Arbitration Treaty with Great Britain.
1910. Exchange fixed nominally at 16d.
1919. Brazil joins League of Nations.
1920–21. Commercial crisis; milréis falls to 6¾d.
1924. Insurrection in São Paulo. Visit of British Financial Mission.
1925. Milréis at 5d.
1926. Withdrawal from League of Nations. New Currency Law passed.
1927. Inter-Parliamentary Congress at Rio de Janeiro.
1929. British Economic Mission to Brazil.

NATURAL RESOURCES.

Coffee :—The red soil (terra roxa) of the coffee plantations in São Paulo, Minas Geraes, Rio de Janeiro, and Espirito Santo States is in places two or three yards deep, and in this the plant grows luxuriantly. Seedlings are planted out from November to February, and yield their first crop in their fourth year. Picking chiefly takes place from May to September. The crop year is reckoned from July 1 to June 30.

The crop constitutes 75 per cent. or more of the total exports of the country. The quantity in recent years has represented some 78 per cent. of the supply of the entire world. The value of the crop ordinarily exceeds even that of maize, the principal cereal.

Approximately 70 per cent. of the export is made from Santos and 23 per cent. from Rio de Janeiro, with most of the balance from Victoria. The United States is the destination of about 52 per cent. of the whole and France of 10 to 12 per cent. The direct export to the United Kingdom is less than 10,000 bags.

The market is regulated by the Institute of Permanent Defence of São Paulo, a Government institution formed to purchase and store coffee and supported by a tax collected from the growers. The Federal Government, by decree of 1927, has the power to restrict the export under a system of quotas allotted to each State.

The exports of coffee have been :—

	60-kilo bags.	Value.
1927	15,115,000	£62,648,557
1928	13,881,000	£70,335,987

Cacao is produced upon a scale which makes Brazil the second largest grower in the world. The natural requirements of a moist climate and a light rich soil are met over a large area, notably in Bahia State, where about 100 million trees are in bearing, in Maranhão, where the best quality is grown, and in the coastal parts

of São Paulo and Rio de Janeiro States. There are estates also in Amazonas and in Pará from which last 1,400 tons were shipped in 1927. The exports have been :—

Year.	Tons.
1926	63,310
1927	75,543
1928	72,395

The port of Bahia is the centre of the trade and approximately half the exports are towards the United States. The total production in the year ended April 30, 1928, is given by the Syndicate of Bahia Cacao Growers as 1,297,000 bags; the highest recorded.

Tobacco :—The cultivation of tobacco in Brazil was introduced with the early Portuguese colonization. Tobacco was for about three hundred years one of the most important products, and reached its zenith in the latter half of the nineteenth century, since when it has declined.

Internal consumption accounts for possibly half the total crop which, according to official figures, amounted in 1927–28 to 68,000 tons. Nearly half the crop is grown in the State of Bahia, where about 50,000 acres are planted chiefly with a leaf suitable for cigars. Minas Geraes and Rio Grande do Sul are next in importance. In Pará State the high yield of 2,500–3,000 lb. per acre is reported from the small acreage (2,500) or, roughly, four times the yield reported from Minas Geraes.

The exports have been :—

Year.	Tons.
1926	27,898
1927	31,885
1928	29,608

Rubber :—Before the development of the rubber plantations in the East, Brazil was by far the chief source of rubber, and trees taken from Brazil to the rubber-producing countries still afford the main supply. The type collected in Brazil, and known as "up-river, hard-cured fine Pará," is regarded as the best in the world. The great age of the trees and the native method of curing are held to account for the superiority.

The following gives the recent exports :—

Year.	Tons.
1926	24,688
1927	26,162
1928	18,688

Nuts and seeds are collected in lieu of rubber from certain areas when the rubber market is low, although seldom in the Xingu valley, whence comes a large proportion of the "Caucho" variety. Manáos is the largest centre of rubber collection, followed by Pará, and the exports include a small proportion from Iquítos (Peru).

Foreign labour would be required were rubber trees to be cultivated systematically upon any large scale in the Amazon forest, and the prospective cost of this labour has deterred planters from embarking upon an experiment which has, however, been undertaken by the Ford Company of Pará upon a concession of about 4 million acres of virgin tableland on the Tapajos River. Other concessions have been reported.

Balatá :—A high quality of gum is obtained from the Rio Negro Valley and the region north of Manáos, and a less valuable sort from the Amazon. Manáos is the entrepôt both for Brazilian and Peruvian (Iquitos) balatá. The receipts at Manáos have varied from 2,000 to 3,000 tons.

Cotton :—The cluster of north-eastern States from Maranhão to Sergipe afford about 80 per cent. of the Brazilian cotton crop, including the larger-stapled varieties of principal export interest. The best-esteemed quality of cotton is shipped from Pernambuco. Cotton of generally shorter fibre is produced in all States south to São Paulo where cotton forms an alternative crop to coffee and is planted upon a declining scale. The Brazilian area under cotton is computed at 1½ million acres and the production (1928–29) is estimated at 484,357 bales. The local consumption is given (1927) as 95,320 metric tons. Brazil supplies about two-thirds of the South American cotton crop and the potentialities are limited by little else than the supply of labour, transport, and insect pest.

The exports have been :—

Year.	Tons.
1926	16,687
1927	11,917
1928	10,010

During 1928 over 4,000 tons of **Piassava** fibre were exported.

Rice became an article of export just before the war, and a rapid development took place during the hostilities. Latterly the shipments of rice have diminished considerably. It seems that more careful attention to cultivation and treatment and to the standards of types is desirable to encourage a more general popularity of Brazilian rice in Europe. Large tracts of land are eminently suitable as rice fields, and in São Paulo, Minas Geraes, and Rio Grande do Sul large areas of rice lands are irrigated. The total production in 1928 was 890,000 metric tons. The following gives the annual exports :—

Year.	Tons.
1926	7,479
1927	16,630
1928	739

Sugar : —Production increased rapidly during the European war, but the present crop barely exceeds those of forty years ago, despite the development of sugar-growing in given districts, and notably near Rio de Janeiro. The centre of the trade has always been Pernambuco. Production in the State of São Paulo, after declining as the result of pests, is again increasing now that stronger varieties of cane have been introduced. Tariff protection and other devices maintain the internal level of prices at rates higher than the international rate.

The annual exports have been :—

Year.	Tons.
1926	17,169
1927	48,461
1928	30,037

Herva Matté, better known under its Spanish name (Yerba maté), or as Paraguayan tea, is grown in and exported from Southern Brazil, and in particular from the States of Paraná and Rio Grande do Sul, and the ports Paranaguá and Antonina. The plant grows wild in the forests, requiring no cultivation. Annual exports :—

Year.	Tons.
1926	92,657
1927	91,092
1928	86,000

Silk rearing from the mulberry is practised upon about 500 coffee fazendas in São Paulo State and upon small-holdings there and in Rio Grande do Sul. The climate is favourable, the culture is familiar to many Italian immigrants, and a good market for cocoons is afforded by the spinning factories. The S.A. Industrial de Seda Nacional, with headquarters at Campinas, distributes cuttings and seed. The number of trees has increased from about 100,000 in 1924 to 7,000,000. The silk produced amounted to 18,837,100 kilos in 1928, as compared with 3,620,100 kilos in 1925.

Timber :—The forest area, computed at 1,000 million acres, furnishes timber of unexcelled variety, ranging from the very hardest to the lightest kinds. The woods of the Amazon valley are little exploited, but rafts are floated down to Pará, whence hard and fancy woods are shipped to the United States, and freijó, a wood resembling oak, is sent to Portugal for cooperage.

Jacaranda (rosewood), found especially in Espirito Santo State, and exported from Victoria, ranks as the most valuable form of timber. The pine forests of the Rio Paraná, covering an area of 1,000 miles in length, may be regarded as commercially the most exploitable. Paraná pine constitutes about one-half the timber export, and it is used on a small scale in the local manufacture of wood-pulp, as well as for the manufacture of matches. Eucalyptus has been propagated with success by the Paulista Railway Company, chiefly for railway sleepers.

Over a large part of the country the supply is too diverse for ready classification and collection into marketable qualities, and partly for that reason the exports have never approached a quantity commensurate with the total resources.

The difficulty of transport impedes the development of what is sure to become a large source of wealth. The exports have been :—

Year.	Tons.
1926..	107,292
1927..	119,611
1928..	112,441

Vegetable Oils :—The Amazon Valley constitutes in the extent and variety of its oil-bearing plants probably the largest source of vegetable oils in the world. The babassú kernels, largely collected at Maranhão and Parnahyba, compare in value with copra and yield an oil used in margarine, soap and candle making.

The collection of oil-bearing seeds has not been systematized scientifically, and quantity has been more considered than quality. Machinery to crush seed has been introduced at Pará, from which port three varieties, murumurú, uchubá, and jaboty are principally exported.

Almond, coconut, piassava, linseed, castor and sesamum oils are produced upon a considerable scale, principally in São Paulo and Pernambuco. Peanuts are crushed jointly for their oil and cattle food. Cotton seed, kapok seed, and Brazil nuts are other important sources of oil.

The exports of oil seeds have been :—

Year.	Tons.
1926	87,451
1927	81,632
1928	69,689

The Castanha, or **Brazil nut,** is indigenous to the States of Amazonas and Pará, where the trees flourish in the forest. The tree is not cultivated, and its nuts are gathered by collectors. Apart from their use in dessert the nuts are used extensively in confectionery and in the production of salad oil.

One hectolitre of nuts is approximately 112 lb., and by this measure the quantities are recorded. There were exported from Pará, Manáos and Itacoatiára in the crop year 1927, a total of 323,788 hectolitres of which slightly more than half were to the United States.

Coconuts are obtained chiefly from Sergipe and Alagoas States, and the official estimate of production is some 88,000 tons.

Carnauba wax, the product of a palm abundant in Ceará and the northern coastal area, is exported : 7,033 tons were shipped in 1927, and 6,981 in 1928.

Turpentine :—A relatively new product is derived from the "Turpentine Tree," which, when "tapped," or pierced, yields Amazon oil, closely resembling French turpentine in its physical characteristics. The spirit is obtained in an almost pure state by

boring one hole high in the trunk to form an air inlet and another to act as an outlet for the liquid. There is little doubt that in future there will be a considerable demand for anamoim oil or Amazonian tree-turpentine.

Fruit :—Some of the most delicious table fruits obtainable still await the benefits of organization for the purpose of their sale abroad. Efficient arrangements exist in respect of nuts, bananas, and pineapples, to which may now be added oranges. Cultivation of oranges has been increasing, and fruits as fine as any in the world are now being graded, wrapped, boxed, and exported in cool chambers to the European markets. Packing plants for the export of citrus fruits are being installed in the States of São Paulo and Rio de Janeiro, and a considerable extension of the citrus fruit traffic is anticipated in the near future. Official statistics show that there are 15,471,000 orange trees in Brazil; of these 7,236,000 are in São Paulo State; there are large groves in Rio de Janeiro and Bahia (from whence the navel orange was transplanted to California), and in Rio Grande do Sul. Brazil oranges arrive during the European summer and autumn, and have established a high reputation. Of the 98,755,800 oranges exported in 1928, 76,995,500 were from Rio de Janeiro, and 20,537,900 from Santos. Great Britain took 24,502,700, an increase of 12,000,000 over 1927.

Bananas of excellent quality are exported in large quantity from Santos, chiefly from plantations in the immediate vicinity. A recent census shows 90,000 acres under this crop in São Paulo State, nearly 11 million plants and a production of 13¼ million bunches. The variety is the Cavendish or Canary banana, the methods of handling and loading have been improved, and the export which was formerly almost entirely to Argentina is now largely to Britain and Europe.

Pineapples to the number of 87 millions per annum are exported from Rio de Janeiro, Santos, and Pernambuco. Bread fruit flourishes in the coastal region. Guavas, from which jelly is manufactured, grow in profusion in the tropical parts and near Rio de Janeiro. The lemons are small and thick-skinned. Stone and soft fruits, of the kinds familiar in England, yield good crops of good flavour in the temperate regions. Melons grow freely in all parts. Grape vines suffer from fungi, but fine grapes, both for table use and wine making, have been produced in the south for many years. The annual wine production amounts to 80 million litres.

The exports of table fruits and edible nuts have been :—

Year.	Tons.
1926	69,613
1927	76,629
1928	96,364

Wheat :—The grain is grown in the three southern States, and the average harvest is 223,000 tons. The crop, like oats, barley and rye, does best at a fair altitude.

Maize, the most important of the cereals, is planted for domestic consumption in most parts of the country, often side by side with beans, melons, or pumpkins. The stalks attain a height of four feet or so, and the estimated weight of the grain crop is four to five million tons. The crop is grown everywhere, although predominantly in the south, and in terms of value is exceeded only by coffee.

Mandioca, or cassava, the tuber from which tapioca and manioc flour are obtained by pulping, washing, and drying, grows well at elevations up to 3,000 ft. The flour, or farina, is used in bread and as a thickening for stews. The plant matures in from eight to twenty-four months, and in point of nutriment per acre it is reckoned about six times more profitable than wheat. Some 700,000 to 800,000 tons of the flour are produced annually.

In 1928 manioc was exported to the extent of 4,657 tons, principally from Rio Grande do Sul, Ceará, Pernambuco, and Pará.

Arrowroot is indigenous, and is grown to the best advantage along the north coast. Like mandioca, it is crushed, washed, and dried for the recovery of its nutritious flour.

Potatoes of the sweet kind ripen in three or four months and give yields of up to twenty times the weight of seed used. The crop is much used to fatten pigs, as are the **yams,** which are grown in most of the Brazilian valleys.

Beans, a staple article of the diet of the working classes, are grown especially in the central and southern States, often in conjunction with maize: one row of beans and one row of maize. The beans ripen in four or five months from planting, and black beans are the most common. The size of the crop is computed at 500,000 to 600,000 tons.

The production of **tea** is being stimulated in the State of Minas Geraes, where there are about 1,150,000 plants.

The **livestock** includes:—Cattle, 40,000,000; Horses, 5,253,699; Asses and Mules, 1,865,259; Sheep, 7,933,437; Goats, 5,086,655; Swine, 16,168,549. The total value in 1920 was computed to be a little over six million contos of réis. Approximately one-third of the cattle exist in Rio Grande do Sul. The type of ox is inferior to Argentine stock, and measures to improve the breed have official consideration.

Cattle and horses are kept, more or less, in all parts of the country, but the States of Rio Grande do Sul and Minas Geraes support approximately one-half of the total number. Mules and asses are largely used for transport. Sheep are farmed chiefly in the far south, almost entirely in Rio Grande do Sul, and their wool is exported and reached a value in 1928 of £660,000 Goats are the livestock of the northern part of Brazil, and are raised mainly for the sake of their skins which are exported in large numbers. Swine are most abundant in the south of Minas Geraes; Rio Grande do Sul and São Paulo have probably three-quarters of the total number.

Common Brazilian fowls are of poor quality, but superior breeds have been introduced, and successful poultry farming is carried on near Rio de Janeiro and São Paulo.

Meat :—There are probably 20 million cattle in Central Brazil, largely in Matto Grosso and Goyaz States, and these herds furnish much of the supply to the four São Paulo packing houses. The State of Rio Grande do Sul, more important as a source of refrigerated meat, has some 11 million cattle and 6 million sheep. The home consumption of jerked and fresh meat is important and increasing. Comparing the 1926 and 1928 figures, the exports of chilled and frozen meat from the State of São Paulo reveal a sevenfold increase.

The bulk of Brazilian frozen and chilled beef, frozen mutton and offal finds its sale upon the Continental markets and largely in Italy. The exports are given as follows :—

Year.	Tons.
1927	32,604
1928	65,103

Furs and Skins :—Nutria skins are collected for export to Europe, where they are sold generally without indication of their Brazilian origin. Monkey skins also are sent to France and England, notably those of the bearded monkey or "guariba," and of the "muriqui," "eia," and "prego" monkey. Of the various deerskins the red "matteiro" species is best esteemed. Jaguar or "onça" skins are obtained in Minas State, and wolf, wild-cat, and otter in many parts of the country.

Isinglass, or fish glue, prepared at the mouth of the Amazon, is exported chiefly to England in quantities varying from 100–300 tons per annum by merchants in Pará.

Drugs :—Most of the plants used in medicine exist and are collected in Brazil. Varieties of the cinchona, the source of quinine, abound as well as quassia, gentian and other bitter drugs. Ipecacuanha is found especially in Matto Grosso, nux vomica in Amazonas. Jaborandi, used largely as a hair tonic, commonest in the northern States, grows also in São Paulo. Jalap, verbena, and digitalis, senna and castor seed are among the better-known products in an innumerable variety, passing under local as well as scientific names.

Butterflies :—There is scientific authority for calculating the variety of Brazilian butterflies at over 30,000 species. Some 3-4,000 lepidoptera are found in the Federal District alone. The capture and preserving of butterflies, chiefly of the "morpho" and "blue silk" varieties, for use in jewellery and ornaments, makes an auxiliary source of income to settlers in Southern Brazil. Coloured beetles and other insects are valued as decorative objects, and the mounting and sale in response to fashion is a thriving small industry.

Orchids :—Well over 1,000 varieties have been identified, and orchids of greater or less value occur in favourable situations in the Amazon valley and throughout the coastal hills. Many of the

most valuable of the Amazonian orchids occur upon the tree-tops, and they are sought by collectors during the dry season commencing in March. Pernambuco is a regular market for varieties esteemed in the outer world and some of the rarest and most highly prized are obtained in Santa Catharina State.

On the Fazendas.

The typical fazenda is an industrial undertaking for the production most often of coffee, but sometimes of cotton or sugar cane. The fazendeiro, or proprietor, normally lives upon the estate, as does his manager, and near to the workers' cottages, which are built nowadays of brick with a single door and two or three windows. The cottages are commonly uniform in size, and set orderly in line, and they are backed by allotments for vegetable growing and the maintenance of one or two animals per family. The buildings include the engenhos, or barns, in which the coffee is washed and worked, and the sugar cane crushed, and they adjoin the terreiros, a large paved yard. On large fazendas a central store, church and school form part of the establishment, and on the largest a hospital, restaurant, and cinema may be found.

The main work of the ordinary colonist upon a coffee estate is weeding, an operation required about six times a year. A single worker is able to tend 2,000 trees, occupying about 6 acres; families a larger number, according to their size. Pruning is largely done by gangs of experienced men who travel the district. A fact of great practical importance to the São Paulo coffee industry, and one which serves to explain its large development, is that the berries ripen together at one time, usually the end of June, although picking is not necessarily completed until November. Instead of making two or three harvests, as in some countries, the planter is able to economize labour by picking all the berries from one bush at one time.

Fertilizers are dear and cost more than twice as much as in Europe, and are accordingly little used. A cheap supply of nitrogenous and phosphatic manures would largely increase the fertility of the estates.

The workers, who are largely European immigrants, are paid an agreed price per 1,000 shrubs for cleaning, weeding, or pruning the coffee plants. For gathering coffee berries they earn a fixed price per alqueira (a bushel measure of some 50–55 litres). In addition they work for daily wages for probably fifty days per year, and in their free time cultivate crops either upon plots set apart for the purpose or between the lines of coffee plants upon the estate. Beans and maize are thus grown for food, and pigs, cows, goats, or chickens are fattened.

Safeguards have been devised in the interests of immigrant workers, and the conditions have been found advantageous by many thousands of Southern and Central European labourers, of whom some have risen to possess fazendas of their own.

MINERAL RICHES.

Gold, distributed widely over the three southern mountain ranges, occurs chiefly in low-grade quartz veins of doubtful economic value. The most important zone is in central Minas Geraes, where workings have existed for more than one century. The St. John Del Rey mines, which support a town of 15,000 population, are almost the only ones in regular work. The exportation of gold is prohibited.

Manganese ore, the most considerable of Brazilian mineral products, is produced chiefly in Minas Geraes State, and is also worked on an increasing scale near the port of Bahia. There are proved but undeveloped deposits in Maranhão, about 200 miles from Pará, and the mineral has been mined in Matto Grosso in times of inflated prices. A total of 361,829 tons of ore was exported in 1928, almost entirely from Rio de Janeiro and predominantly to the United States.

Coal :—The principal mines are at São Jeronymo, Butía and Jacuhy in Rio Grande do Sul, and Ararangua and Urussanga in Santa Catharina. It has been estimated that the basins of Santa Catharina and Rio Grande do Sul contain about 2,000 million tons of coal. The quality of the coal makes special washing and compressing desirable. National coal is in use on certain of the railways, but latterly the imports of coal, coke and briquettes have been increasing and reach about 2 million tons.

Iron :—The reserves of ore existing chiefly as magnetite and hæmatite (locally called itabirite) compare in size with those of the United States and are computed at one-fourth of the available world supply. The deposits occur chiefly in Minas Geraes and southward. The average content of metallic iron is estimated at 60 per cent. or more with a low percentage of phosphorus. Little success has attended their exploitation during one hundred years, due to the dearness and poorness of fuel and the distance from markets. A modern electro-metallurgical plant at Ribeirão Preto (São Paulo) has not attained commercial success. A contract has been signed with the Itabira Iron Ore Co., Minas Geraes, for the production of Bessemer steel and the export of ore.

Oil :—The discovery of bituminous schists in Piauhy and other northern States is reported from time to time. Successful test-borings have been reported in Minas Geraes, near Juiz de Fora, and in Santa Catharina, in the Rio Bonito district. Encouraging reports have been received from Matto Grosso relative to an area between Corumbá and Campo Grande. The geological probabilities favour the presence of oil, although a large outlay would be inevitable in commercial operations.

Non-Metals :—The principal deposits exploited are: Granite; clays for the ceramic industry; mica, lime, and abrasive substances. Graphite, ochres, saltpetre, pyrites, mineral fertilizers, and asbestos are found.

The shores of Espirito Santo and of an area extending some distance north and south yield monazitic sands rich in places in thorium, cerium and yttrium, rare minerals valuable in the manufacture of incandescent mantles. The export, at present small, has been as high as 5,400 tons a year.

Mineral Waters :—No survey of the vast natural resources of Brazil would be complete without at least a passing reference to the wonderful mineral springs which are to be found chiefly in the southern part of the State of Minas Geraes. Beautiful spas have been created around these health-giving waters, and at Caxambú, for instance, in addition to the most modern hydrotherapeutic establishments for the treatment of invalids, there is a large industry engaged in preparing the water for distribution to all parts of the country.

PRECIOUS STONES.

Gems, more or less precious, are found in Brazil in great variety. Among the kinds are colourless tourmaline or achroite and amethysts. Andalusites are found in several colours but rarely in perfect crystals. Beryls, blue and green and pale gold, occur in Minas Geraes; cachalong, a variety of opal, is found at Rio do Peixe, Santa Catharina; chrysoberyl and cymophane (true cat's-eye) in Minas Novos and in quartz veins in several streams.

Diamonds have been obtained from Brazil for 200 years, chiefly from Diamantina (Minas Geraes), and also from parts of Goyaz, Matto Grosso, and Bahia. Gems of large size have been found, including one of 255 carats for which the Gaekwar of Baroda paid £80,000. The stones are esteemed even more highly than Kimberley diamonds.

Carbonados or black diamonds used in industry as abrasives are found hardly anywhere outside Brazil. The Paraguassú River (Bahia) is the principal source of these exceedingly hard crystals.

A stone discovered in 1929 in the River Abaete is reported to be the largest rose diamond in the world.

Emeralds have been occasionally discovered. Garnets occur in quartz and gneiss in many parts. Jasper, together with agates, cornelians, and sards, is common in the river beds of Rio Grande do Sul. Precious opal has been obtained at Agua Saija. **Pearl** fishing is not organized, but pearls are recovered from the lagoons of the Araguaya and its tributaries. Rubies, although scarce, are not unknown. **Sapphires** are found with diamonds in the River Coxim and its tributaries (Matto Grosso). Topaz has been obtained for a century past from Pescaria, an island near Rio de Janeiro.

The exports of precious stones have been: 1926, £382,000; 1927, £339,000; 1928, £384,000.

INDUSTRIAL DEVELOPMENT.

Since the beginning of this century the manufacturing industries of the State of São Paulo, under the protection of a heavy customs tariff, and the utilization of electric power, have made extraordinary progress.

According to the latest official statistics published there are in the City of São Paulo 208 textile factories employing 37,700 persons; iron and steelworking employ 9,746; building, etc., 12,720; leather industries 1,444; woodworking 6,109; printing 5,262 persons. Over 3,000 are employed in sixteen glass factories, and over 3,000 respectively in the chemical, brewing, and metalworking trades. Manufacturing and kindred establishments employ 203,730 operatives.

In all Brazil there are 357 cotton mills with 2,584,050 spindles, 78,383 looms, and 128,613 operatives, according to trade returns published in 1929.

The forty silk mills in São Paulo State had in 1929 a total of 1,579 looms, and produce ribbon as well as broader fabrics and silk stockings (output 1926, 3,715,000 pairs). There is an artificial silk factory also in São Paulo.

Jute cloth, largely employed in bagging coffee, is produced in four São Paulo factories possessing over 2,000 looms. Seven mills in the same State produce 27,000 tons of mainly wrapping paper per annum. There are large tanneries in São Paulo city and 59 in all in the State.

There are 210 sugar mills in the country, 54 in the State of Pernambuco, with an annual production of 850,000 tons of sugar and 121,000,000 litres of alcohol. A Canadian cement factory has an output capacity of 900,000 barrels a year.

Natural water-power is widely distributed and abounds in the States otherwise suited for industrial development. It is calculated that there exists in Brazil 60,000,000 h.p. of hydraulic power from over 300 large waterfalls in the country. There are two large hydro-electric plants near Rio de Janeiro, and an important and increasing one near São Paulo. Large and small, the electrical generating stations exceed 100 in number.

The **cost of living,** an important factor in industrial development, is high and has risen considerably of late years. The stabilization of the milreis at the low level of under 6d. has led to an increase of prices and a close adjustment to the depreciated level. It is calculated that the cost of living is now about 180 per cent. higher than in 1914.

National Wealth :—A calculation independently made in 1927 by "Wileman's Brazilian Review" suggests £905 millions as the probable value of the national wealth. Farm property, £265 millions;

Farm products and minerals, £185 millions; Industrial capital, £203 millions; Livestock, £130 millions, are the chief assets.

Federal, State, and Municipal debts, and the paper currency in circulation are taken to equal £381 millions, leaving an apparent surplus of £524 millions. Exactitude being unattainable, reliance has to be placed upon expert estimates.

NATIONAL DEBT.

	External.	Internal.
December 31, 1928 ..	£106,968,593 Francs 333,577,086 $ U.S. 152,800,427	Funded— 2,392,746 contos paper.

TRADE AND COMMERCE.

The following records the recent course of Brazilian international trade :—

	Imports.	Exports.
	£	£
1928	90,656,000	97,426,000
1927	79,634,000	88,689,000
1926	79,876,000	94,254,000

Manufactured goods constitute about one-half of the imports. In 1928 the major articles of this class were machinery, etc., £11·5 millions; iron and steel, £7·2 millions; cotton goods, £5·0 millions; motor-cars, £3·8 millions.

Analysis of the imports, 1928, shows a total of £19·5 millions from the United Kingdom; £24·0 from the United States; £11·3 from Germany.

Of the exports of 1928, 70 per cent. consisted of coffee, 30 per cent. of other commodities.

Foreign Capital invested in Brazil is preponderantly British. An estimate given in 1929 follows :—

British Capital	£300,000,000
U.S. Capital	50,000,000
Other foreign Capita ..	150,000,000
	£500,000,000

Immigration :—Brazil has been colonized chiefly from Southern Europe. Of some 3½ million immigrants received in the first century of the Independence of the country, approximately one million arrived from Portugal, one million from Italy, and half a million from Spain, with about 100,000 each from Germany and Russia, and a rather smaller number from Austria, and some 35,000 from Japan.

Immigrants do not all settle permanently in the country, and the arrivals include harvesters who return to their homes at the end of the season. A total of 1,484,338 immigrants was recorded in the period 1908–1925, and during 1927 a total of 101,568 was recorded of whom 61,024 entered through Santos and 34,163 through Rio de Janeiro.

The conditions of immigrant life in Southern Brazil have been found much more adapted to the peoples of Southern Europe than to those of English upbringing. Three classes of immigrants are especially required : (1) Colonists, with families, to take up small holdings; (2) agricultural labourers under contract of engagement; (3) trained men and industrial workers. The most suitable immigrants are persons of constitution strong enough for active labour under tropical conditions.

Agencies exist for the aiding of immigration, and information on the subject is obtainable through the leading shipping companies.

The **Railways** are theoretically all vested in the State and are either directly operated as Federal or State railways or worked on concession or lease with or without guarantee of interest. The so-called British railways comprise these different forms of tenure, and some of the companies have acquired a number of lines originally constructed on independent concessions. The Leopoldina system, for example, includes railways variously acquired, in which there are State interests and Federal interests. Disputes between the companies and the Government have been frequent, especially in relation to the charges which may be made for freight.

At the close of 1927 there were in operation 19,703 miles (single track). The mileage has increased by 75 per cent. since 1907, but little over 300 miles have been built in the past two years.

Roads :—Road construction has been pressed on with new energy, notably in São Paulo State, which possesses the best roads in the country, and in the adjacent south-eastern States. In the interior a good road is being driven from the railway to Cuyabá (Matto Grosso). In the north-eastern area near Ceará, Rio Grande do Norte, and Parahyba, new motor roads accompany the development of irrigation. A capital new highway connects São Paulo with Rio de Janeiro, and work is progressing in the final stages of a 600 kilometre road between Rio and Bello Horizonte capital of the State of Minas Geraes.

It is now estimated that there are 7,000 kilometres of first-class, and 47,000 kilometres of second-class roads.

BRAZILIAN CURRENCY.

The currency consists of notes, silver, nickel and bronze coins. The ultimate unit is the real (plural réis) and the actual unit the **milréis** (= 1,000 réis). Taking the value of the last-named at 6d., the equivalents of Brazilian money are :

Nickel piece	100 réis	⅜d.
„	200 „	1½d.
„	400 „	2¾d.
Gilded	500 „	3d.
„	1 milréis	6d.
Silver	2 „	1s. 0d.
Note	1 milréis	6d.
„	2 „	1s. 0d.
„	5 „	2s. 6d.
„	10 „	5s. 0d.

The notes of larger denominations are :—

Rs.20$000 (£0 10 0)	Rs.100$000 (£2 10 0)	Rs.500$000 (£12 10 0)
Rs.50$000 (£1 5 0)	Rs.200$000 (£5 0 0)	Rs.1,000$000 (£25 0 0)

The **notation** of Brazilian values presents some complications. Written in full the sign of the milréis is 1$000, but for convenience the cyphers may be omitted in dealing with large amounts. The term " one thousand milréis " is not used. This amount (1,000$000) is called one " conto de réis," and amounts of more than 1,000$ are reckoned and spoken of as so many " contos de réis."

In stating written values in Brazilian currency, there are three signs to denote the places of the figures. They are : the milréis sign ($), the conto sign (:), and the thousand conto sign (.).

Values under one milréis are inscribed to the right of the ($) sign. Thus, $522 (five hundred and twenty-two réis). Should there be no tens or hundreds, their places are occupied by noughts. Ex. $005 (five réis) ; $204 réis (two hundred and four réis). Values of one milréis and over are inscribed to the left of the ($) sign, up to 999$ (nine hundred and ninety-nine milréis).

Any number of contos come at the left of the sign (:), up to 999:000$000 (nine hundred and ninety-nine contos).

Thousands of contos are inscribed thus : 999.000:000$ (nine hundred and ninety-nine thousand contos).

In case there are no réis the three réis places may be occupied by noughts; but the places are often left blank.

The following is an example : Rs. 645.721:982$321 (six hundred and forty-five thousand seven hundred and twenty-one contos nine hundred and eighty-two mil. three hundred and twenty-one réis). The abbreviation Rs., here placed on the left of the value, is frequently omitted.

The Law of December 18, 1926, passed to inaugurate a new era in public finance, provides for a gold currency unit, the **cruzeiro,** a coin weighing 800 milligrams, nine-tenths fine, and divided into cents for minor coinage. The basis of the conversion of the existent paper is fixed at ·200 milligrammes per milréis. The cruzeiro is to be minted at an unspecified date, after six months' public notice.

Pending minting of the new unit, the Caixa de Estabilisação issues notes against gold. The fixed rate of conversion for the £ sterling is 40$680.138 = 5·8997d. per milréis. Conversion into other foreign gold currencies is based on sterling, as follows :—

Francs	1$612.900
U.S. Dollar	8$359.000
Argentine Gold $	8$064.100
Chilean peso	3$050.987

PRESS.

Rio de Janeiro : "A Manhã," " Diario Carioca," " A Patria," " O Globo," " A Noticia," " A Tribuna," " O Jornal," " Correio da Manhã," " Jornal do Brasil," " Jornal do Commercio," " Gazeta

de Noticias," "A Noite," "O Paiz," "The Brazilian-American," "Wileman's Brazilian Review," "Revista Aduaneira." SÃO PAULO: "Correio Paulistano," "Diario Popular," "O Estado de São Paulo," "A Gazeta," "A Platea." "Anglo-Brazilian Graphic," "Anglo-Brazilian Chronicle." BAHIA: "Diario de Noticias," "O Jornal de Noticias," "A Tarde." PERNAMBUCO: "Jornal do Recife," "A Provincia," "Jornal do Commercio," "Diario de Pernambuco," "Provincia," "Jornal Pequeno." SANTOS: "O Diario de Santos," "A Tarde," "A Tribuna." PARA: "A Folha do Norte," "O Imparcial." MANAOS: "O Jornal do Commercio." PORTO ALEGRE: "O Correio do Povo," "A Federação." RIO GRANDE DO SUL: "Echo do Sul."

WEIGHTS AND MEASURES.

The metric system was adopted in 1889, and is used in all official departments. It is the only dependable standard to employ, as various of the ancient measures have widely different measurings in different parts of the country.

In LAND MEASURE:—
Alqueire = 2·42 hectares in São Paulo and Paraná.
2·468 „ in Rio de Janeiro.
48·40 sq. metres in Goyaz and Espirito Santo.

In DRY MEASURE:—
Alqueire = 40 litres in Rio de Janeiro.
50 „ in Pará.
320 „ in Parahyba.
With other connotations in other places.

The following WEIGHTS are in common use:—

Libra	= 1·012 lbs.	Arroba	= 32·38 lbs.
Quintal	= 129·54 „		

STANDARD BALES.

Coffee	= 60 kilos.	Cotton	= 80,140,180 or 225 kilos.
Cacao	= 60 kilos.	Tobacco	= 70 kilos average.

POSTS AND TELEGRAPHS.

Letter post:—300 réis, Inland and Pan-American; 500 réis Foreign; 20 grammes.

Letters from the United Kingdom dispatched via France by air mail reach Rio de Janeiro in about 8 days. Charge: 3s. 6d. per half ounce in addition to the ordinary postage (2½d. per oz. and 1½d. per oz. thereafter).

Telegrams:—Throughout the Republic, 300 réis per word, in addition to the fixed charge of 1 milréis per message.

Wireless: Stations employing Marconi, Radio Corporation of America, Cie Générale de Télégraphie sans Fil or Telefunken apparatus exist at many points along the coast and land frontier. A local company, the Radiotelegraphica Brasileira, partly owned by the companies above mentioned, maintains constant direct communication with London, New York, Paris, Berlin, Rome, Lisbon and Buenos Aires. The company operates wireless stations at

Pernambuco, São Paulo and Porto Alegre. Messages through this company carry the unpaid prefix "Via Radiobras."

A powerful **broadcasting** station has been opened at São Paulo for the transmission of musical and other programmes to remote points. Several minor stations exist. Transmission is much interrupted in the northern parts of the country by static influences.

Telephones exist in most of the principal towns of the Republic. The total length of lines is about 570,000 miles.

PUBLIC HOLIDAYS.

January 1 : New Year.
January 6 : Epiphany.
January 20 : Bank Holiday (Federal District).
February 24 : Proclamation of the Republican Constitution.
April 21 : Execution of Tiradentes.
May 1 : Labour Day.
May 3 : Discovery of Brazil.
May 13 : Abolition of Slavery.
July 1 : Bank Holiday.
July 14 : Confraternity of People.
August 15 : Assumption.
September 7 : Independence of Brazil.
September 20 : Constitution Day.
October 12 : Discovery of America.
November 1 : All Saints' Day.
November 2 : Memorial Day.
November 15 : Proclamation of the Republic of the United States of Brazil.
December 8 : Immaculate Conception.
December 25 : Christmas Day.
Carnival : Shrove Monday and Tuesday.
Easter : Thursday, Friday and Saturday.
Ascension Day.
Corpus Christi.

Guidance for Commercial Travellers.

There is no Federal tax or licence, but certain States reserve the right to levy taxes of from 200–1,000 milréis per annum on commercial travellers. Exception is made in favour of travellers attached to some firm established locally and already paying taxes.

Samples of value are admitted on deposit of duty, or of a guarantee. Such samples must be accompanied by a Consular Invoice, and be specified in detail. A 5 per cent. "expediente" tax must be paid. In order to obtain a refund of the sum deposited all the samples must be re-exported within a period fixed by the Collector of Customs.

Samples of no or of insignificant value are admitted duty free. This covers portions of articles in the minimum quantity necessary to indicate their kind and quality, provided that the duties leviable on each package would not exceed one milréis. Samples of value may not be rendered worthless with the object of securing exemption.

The traveller should be furnished with a certificate by the firm he represents, stating that he is authorized to represent the firm in question, and this should be legalized by a Consul for Brazil.

BRAZILIAN EMBASSY AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (19 Upper Brook Street, W.1.)	Ambassador Extraordinary and Plenipotentiary.	Raul Regis de Oliveira.
	Counsellor	Samuel de Sousa Leão Gracie.
	Naval Attaché	Capitão de Corveta, José Maria Neiva.
	Second Secretary	Joaquim de Sousa-Leão.
	Second Secretary	Djalma Ribeiro de Lessa.
	Second Secretary	Afranio de Mello Franco Junior.
	Commercial Attaché ..	Julio Barboza Carneiro.
London .. .. .. (Aldwych House, Aldwych, W.C.2.)	Consul-General	Joaquim Eulalio.
Belfast	Vice-Consul	John Sydney Rogers.
	Consular Agent	William T. McCracken.
Birmingham	Vice-Consul	Colonel Ernest Martineau.
	Consular Agent	Wilfrid Martineau.
Bradford	Vice-Consul	Henry Hunter Duncan.
	Consular Agent	Joseph Hedley Sutcliffe.
Bristol	Vice-Consul	Benjamin Alfred Baker.
Cardiff	Consul	E. P. O. Bordini.
	Vice-Consul	Narciso José Nogueira Braga.
Dover	Consul	Francis William Prescott.
	Vice-Consul .. .	Percy Crundall.
Dublin	Consul	Raul Vachias.
Dundee	Vice-Consul	David Stuart Nicoll, J.P.
	Consular Agent	Robert Kinnison.
Falmouth	Vice-Consul	G. Romney Fox.
	Consular Agent	Cuthbert Lloyd Fox.
Glasgow	Consul	Oscar Correa.
	Vice-Consul	Wm. H. Campbell.
Guernsey	Vice-Consul	William Henry Smith.
	Consular Agent	Gervase F. Peck.
Hull	Consul	W. A. Massey.
	Vice-Consul	Edward Percy Hutchinson.
	Consular Agent	Robert James Watkin.
Jersey	Vice-Consul	Sydney George Crill.
	Consular Agent	Snowden Benest.
Leeds	Vice-Consul	Richard Evan Nutt.
	Consular Agent	William Smith.
Leith	Vice-Consul	James Chalmers.
	Consular Agent	Oswald A. Chalmers.
Liverpool	Consul-General	L. Villares Fragoso.
	Consul	James Philip Mee.
Manchester	Consul	Hippolyto Hermes de Vasconcellos.
	Vice-Consul	João Godoy de Oliveira Rocha.
Newcastle	Vice-Consul	R. K. V. White.
	Consular Agent	Alan Robson.
Newport (Mon.)	Vice-Consul	Geoffrey F. Rainforth.
	Consular Agent	Guy Treverton Jones.

RESIDENCE.	RANK.	NAME.
Plymouth	Vice-Consul	Lovell R. Dunstan.
Portsmouth	Vice-Consul	Arthur Richard Holbrook.
Sheffield	Vice-Consul	Percy J. Menneer.
	Consular Agent	Thomas Porter Lockwood.
Southampton	Consul-General	Dr. Francisco Garcia Pereira Leão.
	Vice-Consul	John de Grouchy.
Swansea	Consul	Galileu de Brago Mello.
	Consular Agent	D. H. Morgan.

BRITISH EMBASSY AND CONSULATES IN BRAZIL.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Rio de Janeiro	Ambassador Extraordinary and Plenipotentiary.	Sir Esmond Ovey, K.C.M.G., M.V.O.	—
	Counsellor Chargé d'Affaires.	J. H. S. Birch ..	—
	Second Secretary ..	J. D. Greenway ..	—
	Commercial Secretary (First Grade).	S. G. Irving ..	—
	Archivist	T. J. F. Kenny ..	
Rio de Janeiro	(M) Consul-General	Charles A. Goodwin, M.B.E.	
Rio de Janeiro	Vice-Consul ..	M. H. C. Kelham	States of Rio de Janeiro, including the Federal District, Espiritu Santo, Goyaz, Minas Geraes, and Matto Grosso.
	Pro-Consul	N. C. Robinson ..	
Morro Velho	Vice-Consul ..	W. Pollard	
Bahia	(M) Consul	J. M. L. Mitcheson ..	States of Bahia and Sergipe.
	Vice-Consul ..	James Rowsell ..	
Ilheos ..	Vice-Consul ..	Lt.-Col. F. R. Hull ..	
Pará	(M) Consul	F. G. Coultas ..	States of Grand Pará, Amazonas, and Maranhão.
	Vice-Consul ..	A. B. Wilson ..	
	Pro-Consul	J. M. de Pontes Leite	
Manáos ..	(L) Vice-Consul ..	C. E. Turner ..	
Maranhão ..	(M) Vice-Consul ..	J. G. Clissold ..	
Porto Velho ..	(L) —	—	
	Pro-Consul .. .	Charles H. Howe ..	
Pernambuco ..	(M) Consul	W. R. Mackness ..	States of Pernambuco, Alagôas, Parahyba, Rio Grande do Norte, Ceará, and Piauhy
	Pro-Consul	Luiz A. Mello ..	
Ceará	Vice-Consul ..	Dr. William Studart, M.B.E. ..	
Maceió ..	Vice-Consul ..	Kenneth C. Macray	
Parahyba ..	Vice-Consul ..	Robert V. Kerr ..	
Parnahyba ..	Vice-Consul ..	J. J. Clissold ..	
Porto Alegre ..	(M) Consul	R. D. Macrae ..	State of Rio Grande do Sul.
Rio Grande ..	(M) Vice-Consul ..	Vivian Wigg ..	
São Paulo ..	(M) Consul-General	Arthur Abbott ..	States of São Paulo, Paraná, and Santa Catharina.
	Vice-Consul ..	J. C. Belfrage ..	
	Pro-Consul	M. Potter	
Curityba ..	Vice-Consul ..	H. C. Withers ..	
S. Catharina (Florianopolis)	Vice-Consul ..	J. H. Wright ..	
Santos ..	Vice-Consul ..	A. H. Marlow ..	
	Vice-Consul ..	H. McCardell ..	
São Francisco	Vice-Consul ..	Roland O'N. Addison	
Corumba ..	Vice-Consul ..	S. Quass	

Information for Passengers.

Passengers, irrespective of the class in which they travel, must have their passports viséd by a Brazilian Consul, and for this purpose personal attendance is necessary. Applicants need to produce two letters of recommendation and one unmounted photograph.

All passengers landing in Brazil need a vaccination certificate of not more than seven years old, duly viséd by a Brazilian Consul, an identity book with photograph, and a certificate of good conduct (except in the case of persons in good public or social position). Passage tickets are only issued on presentation of a vaccination certificate, for preference given by an official of the Health Department or by a well-known doctor, and attested and stamped by a competent authority holding office under the Government.

Passengers, including tourists travelling second class to Brazil, are required to provide themselves with a certificate stating the object of their visit, the approximate length of stay, and the names and degree of relationship (if any) of the persons in whose care or employment they will be whilst there. This certificate, countersigned by a Brazilian Consular Officer, must be produced to the Immigration Authorities on arrival.

Under Brazilian Law unmarried women (except those of Brazilian nationality) travelling alone must possess a certificate that the passenger is of honest occupation. This certificate should be issued by a competent authority holding office under the Government. Forms are to be had on application from the leading steamship companies, and no other form is accepted.

Persons over sixty years of age are required to prove to the Consul that they either possess means, or that there are persons in Brazil who will be responsible for their maintenance. Passports of minors are only viséd when they are called to Brazil by an authorized person, or when they have a lawful occupation or means.

UP THE AMAZON RIVER.

Route Liverpool–Manáos.

Ocean liners of 7,000 tons regularly negotiate the Amazon for a distance of 1,000 miles up to Manáos, well in the heart of the continent.

Salinas brings into view the first glimpse of the New World and of the waters of the Amazon, which has changed the colour of the sea from deep blue to pale yellow-green. To starboard is Marajó Island, and opposite a dense green wall of the equatorial forest, with its distances veiled in mist. Between the ship and the shore native catamarans, with blue sails, may usually be seen.

This is the Pará River, one of the mouths of the Amazon, nearly 200 miles broad, with many forest clad islands. Small settlements of white bungalows and palm-thatch native huts become frequent. Chapéo Virado is passed, then Mosqueiro, both riverside resorts of the people of Pará, where the ship comes to a momentary rest.

In Pará City, the traveller has the option of staying ashore or of sleeping on board. The hotel is comfortable and modern. Pará reminds the experienced traveller of the East. There are beggars showing their deformities, naked children with mops of dark hair, white towers and tall, waving palms.

One of the first places to visit is the Bosque, a public garden —an area of jungle left untouched to serve as a public park. This can be reached by motor-car or tram. Paths have been cut into the jungle, disclosing beautiful, curious, and weird sights. The frail assai mingles with the bamboo and great buttressed giants. In the middle of the Bosque is a large pond where dwells an old manatee or cow-fish, which enjoys being fed on the leaves which grow out of reach of his curious snout. This mammal is found upon many Amazonian waterways. Near by is a cave of bats, where in semi-darkness hundreds of bats, some of the vampire variety, fly restlessly within inches of the visitor's head.

Passing from the cave into sunlight one traverses the central mango avenue of modern Pará and enters the old town, where are the market and quayside, with river craft and natives, from the dark-skinned and sometimes fair-haired Caboclo to the coffee-coloured Amazonian Indian and the coal-black Barbadian negress.

In the Pará market examples of native work can be purchased cheaply, such as decorated calabashes, snake and onça skins, alligator skulls and teeth, curious pottery, woodwork, pipes, and baskets; together with tropical fruit, tobacco, and Amazonian fish. Near by are the shopping centres in the Rua S. Antonio and João Alfredo. Another place worth a visit is the Zoological Gardens, containing egrets, macaws, parakeets, and other birds of beautiful plumage. Cages of the fauna of the forest, from the baby coati to the giant onça, or South American leopard, are placed among the palms. Back in the old town, the fort, built where the Portuguese explorers first landed, is the Palace of the Governor of the State, with inlaid floors and furniture in Amazonian woods; a Cathedral and churches, all worth a visit.

A few hours up the broad river the region of the thousand islands is entered. The passage between this maze of islets is known as "The Narrows." The ship winds through lanes of yellow flood with equatorial forest within 20 or 30 yards on both sides. In the Furo Grande the vessel rounds a hairpin bend touching the trees, bow and stern. For over a hundred miles these lanes of water lead through the jungle. Natives in their dugout canoes cease paddling to gaze at the huge vessel. Families of naked children stand on platforms raised above the flood on poles.

After the Narrows, the first point of special interest is formed by the curious flat-topped mountains, on one of which stands the little adobe-and-stucco town of Monte Alegre, an oasis in the desert of forest. Santarem, a few hours up-stream, and on the opposite bank, stands at the confluence of the Tapajós River with the

Amazon. The yellow Amazonian water is mottled with greenish patches from the Tapajós. By day gorgeous butterflies flit about the decks, and birds of brilliant plumage, disturbed from their siesta, cross the river or fly along the banks. At night, immense moths are attracted by the tiers of lighted decks.

Obidos is passed during the night. There the river is comparatively narrow, and for many miles little is seen except the wall of the great Amazon forest. The river shines like molten gold in the rays of the noonday sun, changing to silver when the tropical moon rises in the wake of the ship.

About nine miles from Manáos the steamer leaves the main stream and enters the Rio Negro, with blue-black water, which forms dark patches and whirlpools in the yellow Amazonian flood.

Days in the forest, at Campos Salles, Flores, and S. Raymundo, and evenings in the cafés, clubs, and bungalows, pass the time even too quickly. The chief excursion, when the height of the river permits, is to the Tarumá Falls. Motor launches are hired, lunch is taken aboard, and the way lies up the sunlit Rio Negro, and into a small tributary. Native canoes are entered, and guides lead the way through miles of flooded forest to dry land. A narrow path has been opened through the jungle, and for 30 minutes the traveller threads his way behind native guides into the heart of the forest. In a gorgeous pit of tropical growth, a stream of water falls into a natural pond in the twilit Guiana forest. There is something fascinating in being thus in the heart of an equatorial jungle, with giant trees almost blotting out the sunlight.

Approximate distances up-stream on the Amazon River (English statute miles) :—

Pará	80	—	Santarem ..	100	610
Narrows (entrance) ..	145	225	Obidos ..	80	690
Narrows (exit) ..	105	330	Parintins ..	100	790
Gurupá	45	375	Itacoatiara ..	150	940
Oteiras	90	465	Manáos	120	1,060
Prainha	45	510			

Liverpool to Manáos, 5,898 miles.

BRITISH GUIANA

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

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BRITISH GUIANA.

Georgetown, chief town, port and capital of British Guiana, is situated at the mouth of the River Demerara on the right bank. It extends about two miles along the river front and has a depth of about a mile. Its population is about 60,000, or one-fifth of the total population of the colony. The climate is almost sub-tropical, with a mean temperature of 80·5° F. The streets are arranged upon the block system and planted with trees.

Approaching from the sea little of the town is visible owing to the belt of trees, for the alluvial flat on which the town stands is below high-water mark. The masts can be seen of the wireless station, the Gothic tower of the Stabroek Market, and the twin square towers of the Church of the Sacred Heart. Entering the river many of the chief buildings become visible and their whiteness gives an impression of cleanliness and brightness which is accentuated by the foliage.

Most of the buildings are of wood and some of them are of a high order of architecture. The principal public buildings are the Town Hall; the Anglican Cathedral; the Roman Catholic Cathedral (in process of reconstruction after a fire); the Stabroek Market, a large iron structure with an imposing clock tower; the Public Buildings in which are housed the Government offices and Court of Policy Hall; the Victoria Law Courts, the Georgetown Club with the Assembly Rooms, and several churches.

The city is lit with electricity and has an electric tram service, a telephone service and other amenities. On the outskirts are numerous cricket, football and tennis grounds. The Georgetown Cricket Club, with its pavilions and club-rooms, has perhaps the finest cricket ground in the tropics. There are several open spaces and promenades.

The Botanic Gardens boast the finest collection of palms in the world, as well as orchids, beds of Victoria Regia and lotus lilies. The shrubberies are the haunt of thousands of birds. The Sea Wall is the rendezvous of all classes and is visited by tram for the sake of the sea breezes. The broad esplanade leads to a motor road running 1⅛ miles to Kitty village.

The East Indian depots in Water Street afford a fine assortment of the beaten brass-work commonly known as Benares ware. There may be bought gold and silver coolie jewellery, and knick-knacks.

Among the available souvenirs are parrots, stuffed alligators, fragrant kus-kus grass, guava jelly, cassava cakes, and aboriginal Indian curios, such as bead aprons, bows and arrows, blowpipes, basket work, and bright plumed head-dresses, purchasable in Stabroek Market, Georgetown. Indian curios can be obtained from pedlars, who buy a stock in the Bush, and hawk their articles about Georgetown. These itinerant salesmen visit the hotels and boarding houses. The most interesting method of collection is to go into the Bush amongst the aborigines.

HOTELS :—Park (40 beds), $4-5; Tower (40 beds), $4; Victoria (21 beds), $2.50-5; Demerara Ice House (18 beds), $2.50-3.

MOTOR-CARS :—Bookers' Garage, The Gaiety Garage, de Nobroga's Garage, Main Street Garage, Wong's Garage, Orange Walk Garage.

CAR SERVICES :—Electric trams run at fifteen-minute intervals during the day; fare, 3d. any distance.

LOCAL STEAMERS :—Sprostons, Ltd.; Colonial Transport Service.

FERRIES :—Government steamers across the Demerara River between Georgetown and Vreed-en-Hoop every hour. Fares, first class 4d., second class 2d.

TRAINS :—(1) Leave Georgetown at 8 a.m. daily (except on Sundays), due at Rosignol (for Berbice) at 10.55 a.m., leave Rosignol at 7 a.m., due at Georgetown at 9.56 a.m.

(2) Leave Georgetown at 7.15 a.m. and 2 p.m. for Mahaica, returning to Georgetown at 10.34 a.m. and 5.28 p.m.

(3) West Coast Railway from Vreed-en-Hoop to Parika connecting with Colonial Government steamers for Supenaam, Adventure, Leguan, and Bartica.

New Amsterdam, the capital of Berbice, the most easterly district of British Guiana, is on the right bank of the Berbice River, near its mouth. It is about sixty-three miles south-east of Georgetown, whence there are daily trains to Rosignol, on the left bank of the river. The population is some 8,000. The foliage lends the town a picturesque air. The roads and water are good, the sanitation is modern, and the lighting is electric.

HOTELS :—Hikels (8 beds), $3.00; Strand (6 beds), $3.00; Blairgowrie (8 beds), $3.00.

Rockstone is on the right bank of the Essequebo River, and above the rapids. It is reached from Georgetown by steamer to Wismar (65 miles up the Demerara River), and a railway journey of 19 miles. Launches ply up-river and along the Potaro to the Tumatumari cataract, en route for Kaieteur Falls.

HOTEL :—Rockstone.

Springlands, near the mouth of the Courantyne River, and **Morawhanna** on the Waini River, near the Venezuelan boundary, are small ports frequented by sailing vessels.

A survey is in progress to ascertain the accessibility of **Bartica** (the fork of the Mazaruni and Essequebo Rivers) to ocean-going craft.

PHYSICAL FEATURES.

The Colony of British Guiana, the only British Possession upon the South American continent, lies between the first and ninth degrees of north latitude and the fifty-seventh and sixty-first degrees of west longitude. The seaboard, of roughly 270 miles, extends from near the mouth of the Orinoco River on the west to the Courantyne River on the east. The Colony is bounded on the north by the Atlantic Ocean, on the south and south-west by Brazil, on the east by the Dutch Colony of Surinam, and on the west by Venezuela, and is divided into the three counties of Essequebo, Demerara,

and Berbice. The area is approximately 90,000 square miles, of which only about 275 along the coast and up the rivers are cultivated. The name of Guiana is derived from the Indian, and signifies watered country.

The Colony is of the approximate size of Great Britain, with a coastal region of about 30 miles in depth, representing the agricultural area; an intermediate area of about 100 miles wide containing the chief mineral and forest resources, and a hinterland of mountains and savannahs. Forests cover nearly nine-tenths of the area.

The **rivers** all flow to the Atlantic. The Essequebo, draining more than half the country, has for tributaries the Mazaruni, Cuyuni, Potaro, Siparuni, and Rupununi. The Courantyne, the second in size, forms the boundary with Dutch Guiana. The Berbice, navigable for 50 miles, is 3 miles wide at its mouth. The Demerara, commercially the most important, has sufficient depth at the bar to admit vessels to Georgetown. The Pomeroon, Waini, and Barima Rivers are all navigable for 40–50 miles.

The **climate,** although hot, is not unhealthy. The mean temperature throughout the year is 80·5° F., the mean maximum being about 85° F. and the mean minimum 75° F. The heat is greatly tempered by cooling breezes from the sea and is felt most from July to October. There are two wet seasons, from June to the end of August, and during December, January, and February. The annual rainfall averages about 93 in. in Georgetown.

The **population** (1926) is estimated at 306,517, of whom approximately one-fourth are town dwellers. An important scheme to foster immigration from India is being prepared. Europeans form rather less than 5 per cent. of the population. The East Indian and negro races each form about 40 per cent. The death-rate of 24·2 in 1925 has been falling over a period of years and compares with a birth-rate of 33·5.

COLONIAL HISTORY.

The Colony was first partially settled between 1616 and 1621 by the Dutch West India Company, who erected a fort and depot at Fort Kyk-over-al (County of Essequebo). In 1624 a settlement was founded on the Berbice River by Van Peere, a Flushing merchant. The first English attempt at settlement was made by Captain Leigh on the O'apock River (now French Guiana) in 1604. The effort, though followed up by Robert Harcourt in 1613 and 1627, failed to establish a permanent settlement. Lord Willoughby, famous in the early history of Barbados, founded a settlement in Surinam in 1663, which was captured by the Dutch in 1667, and ceded to them at the peace of Breda in exchange for New York. The Dutch retained their hold on the three colonies with more or less firmness, now yielding to England, now to France or Portugal, till 1796, when, during the war of the French Revolution, they were captured by a British Fleet sailing from Barbados. The territory was restored

to the Dutch in 1802, but in the following year was retaken by Great Britain, and finally ceded to that Power in 1814.

ADMINISTRATION.

A new Constitution came into force on July 17, 1928, superseding a form which descended from the Dutch occupation. An Order-in-Council under the British Guiana Act of 1928 defines the position. The former Court of Policy and the Combined Court have been abolished, and a single Legislative Council instituted. This body may consist of nineteen unofficial members (fourteen elected and five nominated), and of 10 official members. A property qualification is imposed, and females and ministers of religion while ineligible for election to the Council remain eligible for nomination. In the last resort the Executive Council consisting of the Governor and ten members possesses overriding powers. Illiteracy is a bar to the suffrage, and there are stringent regulations against bribery and corrupt practices.

The judicial system includes Stipendiary Magistrates' Courts to dispose of minor cases, civil and criminal; a Supreme Court of one Chief Justice and two puisne judges with original criminal and civil jurisdiction, as well as powers to act on appeal from the lower Courts. Recourse may be had in certain conditions to the West Indian Court of Appeal, and ultimately to the Privy Council.

The educational system is denominational and defective, and its reform is under consideration.

The common law of England has been the common law of the Colony since January 1, 1917. The commercial law regarding companies, bankruptcies, bills of exchange, patents and trade-marks follows the English model. Conveyances of land are made before a judge and after advertisement.

GOVERNOR AND COMMANDER-IN-CHIEF: Brigadier-General Sir Frederick Gordon Guggisberg.

AGRICULTURAL RESOURCES.

The cultivated area, of some 136,000 acres, is chiefly under the crops named below:

Sugar is the main crop, and sugar growing on the alluvial coastal plain has at all times been the staple industry. The sugar soils are below sea-level and are drained by canals and sluices, or on some estates by pumps. The soil is a mixture of clay, sand, and silt, with, in some districts, a black layer of peaty "pegasse." The land is worked manually with shovels, forks, hoes and cutlasses, and new cane becomes ready for cutting in fourteen to sixteen months.

Sugar, molasses, and rum constitute in value more than half the exports of the Colony. Some £4,000,000 is invested in the industry; about one-third of the wage-earning classes are directly employed in it, and probably over half the total population is dependent upon it.

Cane is grown chiefly upon estates of 1,000–2,000 acres, although one property exceeds 7,000 acres. The area planted is about

57,000 acres, and the normal crop of 100,000 tons is possibly not one-quarter of that which might be raised were labour available. Small farming is carried on by peasant proprietors on the East Coast.

The estates produce "dark" or vacuum pan crystals for refinement abroad, the Demerara brown sugar, familiar in the United Kingdom, and a little white sugar. Rum and industrial alcohol are distilled, second molasses is exported, and molascuit cattle food is manufactured. Upon the estates houses and medical service are supplied for the use of the workers, and in some instances tramways to convey them to the fields.

The output of sugar during 1927, according to the Planters' Association, was 114,600 tons, or the largest crop for seven years, equal to 2·38 tons per acre. The export during 1928 was 114,687 tons of sugar, 2,873,468 gallons of molasses, and 1,269,918 gallons of rum.

Rice is planted in the coastal districts on some 30,000 acres, from a portion of which both spring and autumn crops are secured equivalent to a crop acreage of 40,000. East Indian immigrants grow rice with too little attention to seed selection, planting out, irrigation, and drainage, with effect that the yield is probably less than half the attainable average. The mill equipment is primitive, and although the Colony is the chief rice-growing country in South America its opportunities are far from fully exploited. The export in 1928 was 40,505,997 lb., showing a marked increase over the 25,752,000 lb. exported in 1927.

Coconuts planted upon some 30,000 acres take about ten years to come into bearing. The production is estimated at 17½ million nuts per annum, and about one-third of the crop is consumed locally. Nearly the whole of the remainder of the produce is exported in the form either of oil or copra. Exports, 1928: Nuts, 321,667; copra, 7,841,944 lb.; coconut oil, 25,300 gallons.

Coffee is grown upon 3,000 acres in Demerara and 2,000 in Essequebo. The Liberian thrives better than the Arabian type, and the Pomeroon and North-west Districts yield good returns. The export was 919,609 lb. in 1928.

The **cacao** is of the Criollo and Forastero varieties, and the bulk is consumed at home. About 2,000 acres are planted, and a much greater area is suitable for the crop.

Limes grow well on the lighter soils. Citrate of lime, lime juice, and essential oil are exported. An average of 8 gallons of juice is obtained from one barrel of fruit.

Fruits include oranges, grape fruits, and citrons; "Buxton Spice" and other mangoes; pineapples and bananas. Labour conditions and the quality of the coastal soil militate against large development of the banana trade. Experimental stations are being opened at three points under Government auspices.

Maize thrives upon well-drained soil as soon as the bush is cut and burnt.

For provisions, plantains, cassava, corn, yams, sweet potatoes, tannias, and eddoes are cultivated for local consumption.

Ground nuts have been raised only for local consumption, but official reports indicate the presence of large tracts of suitable soil in proximity to the coast, and tests show the quality of the local produce as equal to West African. With relatively little labour a harvest is obtained in six months, and the crop is at least prospectively suitable for fallow sugar lands.

Rubber is planted on about 2,000 acres, and *Hevea brasiliensis* grows vigorously in well-drained river valleys and on the lower slopes of hills. The plants are subject to the leaf disease, and take five years to mature. In 1928 the exports were 16,043 lb.

Cattle are raised in small herds in the coastal area by East Indian settlers, and in large numbers upon a few ranches. Cattle from the savannahs of the Rupununi hinterland are driven into Georgetown over a 150-mile trail. Wide areas of pasture land 500 ft. above sea-level, and suitable for cattle, remain in the south.

The number of cattle was returned as 134,629 in 1924, inclusive of 59,000 in the savannahs of the hinterland.

Fibres :—Perennial tree cotton was formerly exported, and experiments have been made with a view to finding a cotton plant giving a good yield and suitable for the coastal lands. Kratta fibre prepared from a wild pineapple is cultivated by the aborigines for cordage. Sisal hemp can be grown on the coast. A jute substitute, *Malachra capitata*, has been planted in the north-west district.

Timber :—A new Forestry Department staffed by highly qualified men began operations in 1925 under a Conservator of Forests. The Colony is the only recognized source of **greenheart** (*Nectandra rodioei*), a variety of laurel wood, stronger than teak, offering great resistance to the attacks of the teredo worm and of white ants. The timber is used to make lock gates, piers, hulls, and keels of ships, apart from its uses in making fishing rods and billiard-cue butts. The wood has a specific gravity of from 1·08 to 1·23.

Other valuable timbers are mora, of use as railway material, wallaba, marabukea, kakeralli, and purple heart. Large reserves of timber exist in close proximity to deep water, apart from the resources of the undeveloped North-western District. These are expected to improve in value in view of the demand for hardwoods.

There are twenty-two power sawmills and five woodworking factories. The forest area exceeds 78,000 square miles. The export of timber in 1928 was 134,044 cu. ft.; of lumber, 195,745 ft., and of shingles 2,155,550 pieces.

Balatá trees occurring sporadically over the whole Colony are most abundant along the Upper Berbice, in the Rupununi country, and above Kaieteur Falls, where they are tapped in the forests. Some of these sources are accessible with difficulty, but the collection and coagulation of gum have been continued for more than sixty years. The quantity exported in 1928 was 647,566 lb.

MINERAL RESOURCES.

Diamonds are obtained from alluvial deposits; the output varies somewhat with the rainfall and approximates to £900,000 a year in value. The output has decreased largely since 1925. The export during 1928 was 132,966 carats, as against 180,678 carats in 1927.

The diamonds are of excellent quality and rival Brazilian first-water stones. The small size of the stones has been a discouragement to systematic exploitation, but the average is now about six to the carat. Stones of one to six carats are plentiful; others of 36, 38, and 48 carats have been found.

Much the chief source is in the Mazaruni valley, about 130 miles from Georgetown, but diamonds occur sporadically over an area of about 4,000 square miles. The Potaro district ranks second in importance. The work of the Geological Survey points to a wider distribution of diamond deposits than had been supposed. Simple hand-washing arrangements have been normal, but modern machinery for washing upon a large scale has been introduced upon one property by experts in alluvial mining. A proportion of gold is recovered upon some of the diamond claims.

Gold, recovered chiefly by dredging, and formerly a major article of export, engages much less attention than diamond working, and the output fluctuates with the supply of water, falling in years of drought. Considerably the most productive area is the Kanawaruk-Potaro district. The export of gold in 1928 was 4,264 oz.

Most of the gold is alluvial, and nuggets a few dwts. to a few ounces in size are common; the largest nuggets have been one of 333 oz. from the Five Stars District, Upper Barima River, and one of 111½ oz. from Tiger Creek, Potaro.

Bauxite, or aluminium ore, is worked on the banks of the Demerara River at about 75 miles from the mouth. The deposits are among the richest in the world, although variable in quality, and the bulk of the selected ore contains over 60 per cent. of metal. Some 900 labourers are engaged in the workings, and the export increased to 167,621 tons in 1928.

IMPORTS AND EXPORTS.

	1926.	1927.	1928.
TOTAL EXPORTS	$12,249,006	$16,026,369	$14,025,713
TOTAL IMPORTS	$12,474,852	$11,859,929	$11,860,446

THE NORTH-WEST DISTRICT.

The undeveloped district between the Pomeroon River and the Venezuelan boundary, consisting of 10,000 square miles, peopled by 11,000 persons, of whom one-half are aborigines, is almost entirely uncultivated. A small area is cultivated by Indians near Morawhanna (Waini River).

Mr. G. F. Keatinge, C.I.E., I.C.S., reports of the tract immediately south of that point that it contains primary forest, and hills up to

500 feet, with fine loamy soils on which many kinds of citrus, bread fruit, cacao, coconuts, coffee, pineapples, bananas, vegetables, and maize grow profusely. The country is apparently suited for grain, vegetables, dairying, and pig farming. The water is good, the soil rich, the climate healthy, and there are natural waterways leading to a river with depth sufficient for ocean-going ships.

INTERNAL COMMUNICATIONS.

Rail Communication :—There are three lines of single-track **railway,** of which two have been acquired by the Government, and one owned and operated by Sprostons, Limited. One Government line runs from Georgetown along the east coast of Demerara for 60¼ miles to Rosignol, diagonally opposite to New Amsterdam. The other runs along the west coast of Demerara for 18½ miles, starting at Vreed-en-Hoop on the left bank of the Demerara River and ending at Parika, opposite the Island of Leguan, in the estuary of the Essequebo River.

Messrs. Sprostons' line runs from Wismar on the left bank of the Demerara River to Rockstone on the right bank of the Essequebo River, a distance of 18¾ miles, and forms a means of reaching the Potaro gold-diggings. In connection with this railway a tri-weekly service of river craft is run on the Demerara and Essequebo Rivers.

Surveys have been made upon alternative routes westward from the Essequebo River to the Mazaruni diamond fields. The project remains in suspense.

River Transport :—The organized transport into the interior consists of three services weekly from Georgetown up the Demerara River to Wismar (65 miles) by steamer; thence by metre-gauge railway to Rockstone (18¾ miles) on the Essequebo River; thence by launch to Tumatumari (66 miles); thence by launch to Potaro Landing (12 miles). This route takes the tourist to within two days' boat journey of the Kaieteur Falls. A supplementary launch service plies twice weekly from Wismar to Mallali (45 miles).

A daily rail and steamer service from Georgetown to Bartica (65 miles, including 18½ miles of railway), on the Lower Essequebo River, at its junction with the Mazaruni and Cuyuni Rivers, supplemented by a launch service on the Cuyuni River to the Matope Falls.

Two steamer services weekly from New Amsterdam, connected by rail (68 miles) and ferry with Georgetown, up the Berbice River (106 miles). This forms an alternative route to the cattle trail to the Rupununi district.

The Road System :—The few roads in the interior are in connection with the waterways. The Potaro Road (21 miles) connects the gold dredge workings on the Mahdia Creek with the Potaro River launch service. Other short roads have been constructed, and more are in project to allow advantage to be taken of mechanical transport for the carriage of produce. The cattle trail (150 miles), completed in 1922, which connects the cattle industry in the Rupununi savannahs,

almost up to the border of Brazil, with the steamer services on the Berbice and Demerara Rivers, is not intended for vehicular traffic.

A road follows the course of the railway from west of Georgetown to the Berbice River, and continues from New Amsterdam to the Courantyne River at a short distance from the coast throughout.

An expert report published in 1927 advocates the construction of roads rather than a railway to quicken and cheapen transport to the diamond fields.

Water-power :—The larger rivers present convenient opportunities for the utilization of water-power. At Amaila Falls, 135 miles from Georgetown, on the Kuribroug River, the total difference in levels is nearly 1,000 ft. At Kaieteur Falls, 20 miles S.S.E. from Amaila, there is a vertical fall of 742 ft., with water enough to yield 50,000–500,000 h.p. respectively in the dry and wet seasons. At Ororo Mali (the Great Fall) on the Upper Demerara River, 95 miles south of Georgetown, the natural fall of 74 ft. could be readily increased.

Currency :—Bank accounts are kept in dollars and cents. Sterling and U.S. gold are both current and both legal tender. There is a local paper currency.

POSTS AND TELEGRAPHS.

Postal Rates :—Local Letters—

First oz. .. .. 2 cents.

Letters (Abroad)—

To the British Empire and United States—

First oz. .. .. 4 cents.

Foreign countries—

First oz. .. .. 6 cents.

There is regular fortnightly or monthly communication with the United Kingdom, Canada, the United States of America and the West Indies, by vessels of the Harrison Direct Line, the Trinidad Line, the Royal Netherlands West Indian Mail Company, the Compagnie Générale Transatlantique, the Canadian Merchant Marine, Colombian S.S. Co., and the Dutch Government steamers.

Telegrams—

For 12 words or less .. .. 18 cents.

Every additional 6 words or part .. .. 6 cents.

Press :—The newspapers published at Georgetown are: "The Daily Chronicle," founded 1834, "The Daily Argosy," and "The New Daily Chronicle."

The Georgetown Chamber of Commerce issues a monthly "Commercial Review."

PUBLIC HOLIDAYS.

January 1 : New Year's Day.
May 24 : Empire Day.
Easter : Good Friday, Saturday, Monday.
Whit Monday.
June 3 : King's Birthday.
August : First Monday.
October 12 : Peace Day.
November 9 : King Edward's Birthday.
December 25 and 26.

SIGHTS AND SCENES.

The **Kaieteur Falls,** in the heart of tropical British Guiana, rank with the Niagara, Victoria, and Iguazu Falls in majesty and beauty, and are nearly five times the height of Niagara. These falls, with a sheer drop of 741 ft., pour their water over a channel nearly 300 ft. in width. The depth of water rises to 20 ft. in the rainy season. At present the journey to the Falls and back from Georgetown occupies nine to ten days, in daily stages by launch and boat.

Costumes of the Country :—The population includes English, Portuguese, East Indians, Chinese, Africans, mixed races and aboriginal Indians. As the immigrant races keep usually to their national dress, many varieties of picturesque costume are to be seen.

The East Indians, or coolies, form the bulk of the agricultural labouring population, and work on the sugar estates, cocoa and coffee plantations, and rice fields. Some are found scattered in the bush, where they convert forest tracks into profitable market gardens. The Indians, as a whole, are of fine physique and good looking. The men wear cream loin-cloths; white, magenta or saffron shirts, white or coloured turbans, or a bespangled velvet cap, and silver bangles. The women wear short cotton skirts and embroidered boleros, coloured handkerchiefs round their heads, and gold and silver ornaments. Most of the children wear a single garment, a short shirt.

The springtime festivals of the Indian population are worth seeing. The Pagwa involves anointing with a magenta-coloured dye. The Tadja—a Mussulman celebration—is held in February on the sugar estates, and is an occasion of great merry-making.

Guidance for Commercial Travellers.

Commercial travellers are required to produce to the authorities any certificates or powers of attorney from the firms they represent.

Commercial travellers may obtain a permit for the importation into the Colony of any articles which the Comptroller of Customs is satisfied are bona fide samples, either by depositing the amount of duty payable or by means of a written guarantee.

Commercial travellers not holding a trade licence cannot dispose of their samples themselves, but it is customary, in lieu of the payment of duty, to facilitate the dispatch of business by accepting a guarantee for reshipment of the samples from a well-known member of the mercantile community. In such cases a traveller may dispose of his samples through the medium of his guarantor.

BRITISH HONDURAS

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

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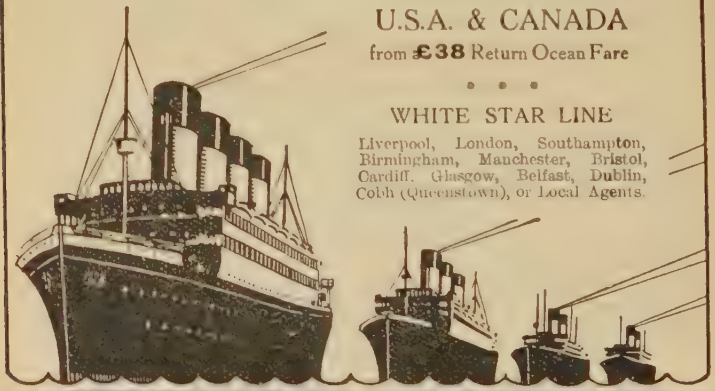

WHITE STAR

BRITISH HONDURAS.

Belize, the capital, is distant some 4,700 miles from London, and transit occupies from 13 to 18 days. The town is approached from the sea by a narrow, tortuous channel between reefs which afford a natural shelter for vessels in the harbour. Steamers have to lie off from the shore one to four miles, according to their draught. Green islands fringe the coast and coco-palms wave over high roofs and broad verandas. Sea breezes cool the air of the coastal belt and high tides lave the mangrove swamps and purify them. The climate is on the whole healthy, and during the trade winds Belize is pleasant. The district is malarial, for it is swampy, without natural drainage, and dependent on rainwater for the water supply. The screening of water vats, barrels, and other containers is not thoroughly effective, and for a permanent solution an adequate pipe water supply and the raising of the low-lying parts of the town is required. The houses are mostly set in small gardens, and the river with its busy fleet of native boats makes an interesting scene. There are golf, tennis and polo clubs in Belize, and a Jockey Club. Population, 12,000.

The nearest deep water port to the districts of Peten (Guatemala) and to Quintana Roo (Mexico), Belize is the port from which most of their produce is exported.

Belize is three days' steaming from Jamaica and New Orleans, and nine from New York.

Hotels :—International, Union, Escalantés, Mexico, Central, and various boarding houses.

Baranco, near the Guatemalan boundary, is a source of superior pineapples. The village is a purely Carib settlement.

Benque Viejo, on the western branch of the Old River, 9 miles above El Cayo, is within a mile of the western frontier. The river is a series of rapids, but there is a motor road into El Cayo over which the chicle gum of the Peten district is largely transported. Population, 1,000.

Corozal, the town of second importance, is 90 miles from Belize, and about eight from the Rio Hondo, or Mexican border. Sugar, rum, corn, and coconuts are the local products. The town is open to the sea, and swept also by winds from the Mexican highlands. It is the focus of a number of good roads, and has the advantage of electric light and an ice factory. The population is some 7,000.

El Cayo (or San Ignacio), on the eastern branch of the Old, or Belize, River, is 135 river miles from the capital, or 65 miles in a direct line. The road between the two places can be negotiated on horseback at all seasons, and on bicycles during the summer. The river, broken by numerous rapids and falls, demands the use of specially enclosed motor-boats which make the trip in from 2 to 7 days, according to the season. The inhabitants are Indians, Creoles, and Syrians, and a considerable trade is done by them with the

Peten district of Guatemala. The summer heat is trying despite the 700 ft. of altitude, but the town is healthy and in possession of good bathing facilities. The town makes a convenient point of departure for the open Pine ridge area. The Mayan remains at Xanantunich rank in interest with those of Lubaantun.

Orange Walk, the chief town of its administrative district, is up-river from Corozal, or 58 miles by road from Belize. It has some 1,200 Spanish, Creole, and Mayan Indian inhabitants, whose living is got from timber, sugar planting, and general agriculture. A district trade is done with Mexico.

Punta Gorda, the port of the Toledo District, has a preponderantly Carib population of about 1,000. The rainfall is heavy and the climate humid. The coast here, about 10 feet above sea-level, is fringed with coconut palms.

St. George's Cay, a picturesque little island some 10 miles north-east of Belize, is much used as a week-end resort. It affords good bathing, fishing, and boating. A former capital, it was the scene of the battle of 1798, which established the British possession.

Stann Creek, 33 miles south of Belize, is in a fertile territory exposed to the trade winds, with good water. Important formerly as a source of bananas, it has now an increasing production of citrus fruit. The pier at Commerce Bight, one mile south, is available to vessels drawing 14 or more feet, and stands at the head of a 25-mile railway line.

Piers for steamers exist also at points a few miles southward at All Pines and Riversdale.

PHYSICAL CHARACTERISTICS.

British Honduras lies on the Atlantic side of the mainland of Central America within 15° 53′ and 18° 30′ North latitude and 87° 28′ and 89° 16′ West longitude. It is bounded by Yucatan on the north and west and Guatemala on the west and south. Its greatest length is about 174 miles and width about 68 miles. The total area is 8,598 square miles. The Colony is larger than Wales and slightly smaller than Palestine. It is divided into six Districts : Belize, Corozal, Orange Walk, Stann Creek, Cayo, and Toledo. Numerous islands or cayes off the mainland are inhabited by fishermen, and on others coconuts are grown, but many are uninhabited swamps. The more important are Turneffe, Ambergris, Caulker, St. George's, and English Cay.

The Colony is outside the track of hurricanes, and earthquakes are unknown. A large part of the interior rests unexplored, and the western boundary has not been completely surveyed.

The mainland is low and swampy near the coast, but rises inland. The northern half of the Colony is generally flat, but in the south hilly and mountainous, rising in the Cockscomb range to a height of 3,700 ft. The country is well watered, and its many rivers provide the chief means of communication. The soil is rich and productive. In natural respects a close resemblance is found with British Guiana,

Although the **climate** has a reputation as an unhealthy one, it compares not unfavourably with that of other tropical countries with small European populations. Europeans leading a normal life and taking common precautions find the climate pleasant and healthy. The death-rate is about 20 per 1,000.

The north-east trades blow throughout the summer, with heavy south-east winds in October, and north winds which reduce the depth of water along the coast by 2 feet from November to February. The mean temperatures at Belize show a range within recent years of 75°–89° F.; maximum shade temperature of 88°–97°, and minimum of 55°–65°; with raintall between 42 and 131 inches. Malaria is prevalent, but yellow fever is under effective control.

The dry season is due about the end of March and the wet season about the end of May. The characteristic **soils** of the Colony are the Cahoon ridge (vegetable alluvium along the river valleys), the Pine ridge (sandy tracts covered with pine, scrub, and wiry grass), and Broken ridge (intermediate between these two). Besides these there are swamp, savannah, and mountain.

Forests occupy 4,000,000 acres, or more than two-thirds of the whole. About 2,500,000 acres are classified as workable high forest, inclusive of mahogany, and 1,500,000 as pine forest. The residue of 1,000,000 acres is swamp, lagoons, rivers, inaccessible hill land, or cultivated land.

The chief **rivers** are in the north, and run north-easterly, the Belize reaching the sea on the east and the Hondo and the New River on the north. South of Belize there is the Sibun River and certain less important streams. The River Sarstoon forms the boundary with Guatemala.

The **population** is estimated at 48,600, inclusive of 400 Europeans and 200 white Americans, and about 2,000 of European descent. The density is 5·27 per square mile. The Indian inhabitants include persons of African descent coming from the West Indian islands; aboriginal Indians resident in the interior; and Caribs. Creole woodcutters are the most numerous.

Fauna :—Snakes abound in the forests and alligators in the rivers and lagoons. Wild turkey, curassow partridge, quail, curlew, pigeon, snipe, duck, teal and herons are plentiful, and good quail shooting is to be had in the Pine Ridge. The puma, jaguar, tapir, peccary, armadillo and deer are typical animals. Tarpon, including certain rare species, are got in numbers round the coast. Sharks are plentiful in the coastal waters.

Natural Beauties.

The course of the Manatee River in the south of the Belize District is marked by wonderful caves with stalactites of great beauty. One of the most notable caves extends for some distance under the hill Ben Lomond.

The Falls of Roaring Creek, upon the Old, or Belize, River are audible for miles. The falls are not of a size commensurate with

their sound, but are undeniably picturesque. The banks on either side of the creek are steep and high, and clothed in delicate and profuse vegetation.

The Cayes, or coral islets, which fringe the coast, are used by holiday campers from February to May, and also in August. There are bungalows to be hired cheaply, and unlimited fish to be caught. The innumerable Cayes have an estimated total area of 160 square miles, and are picturesquely named, e.g. Hut Caye, Blackadore Caye, Caye Caulker, Hen and Chicken, the Triangles and Laughing Caye. Not all are habitable.

Mayan Remains.

Lubaantun, in the south of the Colony, some 50 miles inland from Punta Gorda, up a difficult series of rapids, can be reached in three days' travel by resolute explorers. The ruins of the ancient Mayan city upon this site have been the subject of recent scientific exploration. The "Citadel" amphitheatre, described by Dr. Gann as at once a fortress, theatre, and religious centre, is calculated to seat 10,000 persons.

Ruins, mounds, and relics of the period 3000 B.C.—A.D. 1700 are scattered over wide areas in the central Cayo District, as well as in the south. Many are encumbered by vegetation, but access to their region is rendered comparatively easy by the rivers and lagoons. The Indians, even of the remote settlements, are peaceable, and labour for excavation is fairly easily hired.

COLONIAL HISTORY.

It is probable that Columbus discovered the coast about 1502, when on his way to Cuba to find a passage to the Indies. It is said that the great Cortés passed through the western part of the Colony on his expedition to Honduras in 1854. But long before the Christian era—possibly 5,000 years ago—the inhabitants of this part of the world were sufficiently civilized to have an exact system of chronology.

The Spanish name for the Colony, "Belice," *anglice* Belize, suggests derivation from French "balise" or beacon. An alternative supposition attributes the word to a corruption of Wallace or Willis, the Scottish corsair, one of the number of buccaneers infesting the Cayes.

The Colony became known to Englishmen about 1638, probably through a shipwrecked crew. It is probable that people from Jamaica visited the Colony, and, finding logwood abundant and easily accessible, established themselves. They must have come in contact with the Spaniards and Indians of Yucatan and the Peten district of Guatemala. There are records of many conflicts between them. Long after the Thirty Years War had ended in Europe, conflicts occurred between the subjects of the Kings of England and Spain in this Colony. The Spaniards made frequent attempts to expel Englishmen who came with slaves from Jamaica. The

Governor of Massachusetts sent H.M.S. "King George" to help the settlers against their enemies in 1667. In 1671 the settlement was reported by the Governor of Jamaica as having "increased His Majesty's Customs and the natural commerce more than any of His Majesty's Colonies." This was no doubt due to the great value of logwood and mahogany.

In 1717 the Board of Trade asserted the absolute right of Great Britain to cut logwood. In the next year the Spaniards endeavoured to conquer the settlement, and got as far as "Spanish Lookout" on the Belize River, which they fortified. In 1754 another attempt was defeated, "principally by slaves," at a place called Labouring Creek. In 1779 St. George's Caye was attacked and a great many settlers were carried off to Merida and thence to Havana. A battle at St. George's Caye, 1798, was the last of these disturbances. Troubles with the Indians in Yucatan persisted from 1849 till 1872.

British Honduras became a Colony independent of Jamaica in 1884. The present Constitution is substantially that which was awarded in 1892.

In 1926, by the bequest of Baron Bliss, a sum computed to yield £25,000 per annum was left in trust to the Governor and chief officials of the Colony for public purposes.

GOVERNOR AND COMMANDER-IN-CHIEF:—Sir John Alder Burdon K.B.E., C.M.G.

A BRITISH HONDURANEAN CALENDAR.

1638. First British inhabitants shipwrecked on coast.
1662. British logwood cutters settle.
1670. Colony ceded to England by Spain.
1765. Constitution granted by the King.
1774. Attempt to make the Colony a convict station.
1777. Church of England established in the Colony.
1779. Attack by Spanish forces, British subjects imprisoned and deported.
1783. Treaty of Versailles; British occupation reaffirmed.
1784. Colony handed over by Spain.
1798. Battle of St. George's Caye, "the Pork and Dough Boys' War," and defeat of Spaniards by Field-Marshal O'Neil.
1803. Fort George erected at Belize.
1814. Government House, Belize, erected.
1834. Slavery abolished.
1843. First steamer built in Honduras.
1852. Public Works Department established.
1861. First census; population 25,635.
1865. Introduction of postage stamps in British Honduras.
1871. Constituted a Crown Colony.
1879. Joined the Postal Union.
1881. First newspaper established.
1884. Detached from Jamaica.
1890. First ice factory opened.
1892. New constitution proclaimed.
1903. Bank of British Honduras established at Belize.
1906. Belize streets electrically lighted.
1914. Extradition Treaty with Guatemala.
1915. Radio station opened at Belize; War contingent sent to Britain.
1922. Forestry Department instituted.
1924. New Public Buildings, Belize, opened.
1926. The Baron Bliss Bequest.
1927. Construction Belize-Sibun Canal approved.
1928. Archæological investigations by British Museum staff.

FOREST PRODUCTS.

The quality of the **mahogany,** which forms a principal item in the export trade, is the finest known. The trees occur sparsely, and this, while making logging difficult, serves also to prevent depletion of the supply.

Expert investigations suggest that silvicultural treatment can at least double the rate of growth of existing mahogany stock, and make it possible to grow mahogany to marketable size in twenty to forty years, and in a density of thirty trees or more to the acre. The Silk Grass Reserve near the Stann Creek Railway is being extensively re-afforested with mahogany.

Logs grown in Mexican and Guatemalan territory are shipped for convenience from Belize and constitute perhaps one-fourth of the exports. In 1927 the shipments exceeded 21,101,300 square feet, made chiefly to the United States.

Logwood is found both in the north and south, growing in damp situations. The trees are of about one foot diameter, and only the heart of the tree is retained. The prepared wood is brought down the rivers upon cradle-rafts, and in 1927 about 330 tons were exported. Mangroves, yielding tanning material, are common, and so is fustic, the source of a yellow dye.

The **sapodilla** tree (*Achras sapota*) yields, in addition to hard, elastic, and durable timber, the gum chicle, which forms the basis of chewing-gum. The soil and climate favour the establishment of regular plantations to grow superior gum. Axe-handles, door-posts, and golf clubs are among the special uses of the wood.

Shipments of **chicle** gum, received chiefly from the Peten district of Guatemala, approximately equal in value the exports of mahogany and exceeded 460,000 lb. in 1927.

The local **cedar** (*Cedrela Mexicana*) is used to make native boats (pitpans), canoes, and launches, and is excellent for that purpose. It is insect-proof, prettily figured, and much used for cigar-boxes, drawers, and wardrobe linings. Of cedar and secondary woods 750,000 ft. were exported in 1927.

The **rosewood** is fine-grained, reddish, and durable, and valued for inlaying, turnery, and general cabinet work. The trees are fairly large, although in view of the absence of modern plant the pieces coming to market are relatively small. Exports in 1927—137 tons.

Miscellaneous Timbers :—British Honduras pine has the character of pitch pine, and attains a height of 100 ft. Nargusta wood is easy to work, durable, and plentiful, and is used locally as flooring. White mahogany, resembling poplar in texture, is found near the coast. Santa Maria is heavier and stronger than mahogany, and makes strong beams and masts. Honduras walnut is sometimes misleadingly called "black poisonwood," although the timber is innocuous. It is more abundant than rosewood, of a walnut colour, with black and yellow lines. Ironwood occurs in large pieces, and has a notably fine grain. The local redwood is little inclined to rot

when buried. There are various balsa woods of exceptionally light specific gravity, and of these Polak is the most abundant. The wood is of an exceptional lightness which qualifies it for use in place of cork, and its insulating properties suit it for lining refrigerating and sound-proof chambers. A wild cotton borne by this tree has uses as a stuffing. The cabbage-bark and Billy Webb trees afford material for trucks, wheels, and tool handles. The bullet tree supplies good posts and sleepers.

AGRICULTURAL PRODUCTS.

Coconuts are planted, and about 8 millions a year are grown and 6 millions exported. The soil and climate favour the culture, little labour is requisite, and the rivers simplify transportation of the crop. The crop is the most important form of agriculture. The preparation of copra from the nuts is carried on upon an increasing scale, and the export during 1927 was 1,693,000 lb.

Lemons, oranges, limes, and grape-fruit all thrive. Citrus fruits from the Stann Creek area have won a high reputation, and the grape-fruit is of extraordinarily high quality. The construction is awaited of a 6½-mile canal connecting the Sibun and Belize Rivers to open an area of peculiarly rich soil suited for banana and citrus plantations.

Bananas are grown with comparatively little cultivation upon small areas of fine alluvial soil, but in other districts require labour in pruning, ploughing and forking. Panamá disease among the plants has much restricted supplies, and exports in 1926 were 112,640 bunches. The Stann Creek district is the principal centre of the industry.

Sugar is manufactured for home consumption in both the northern and southern parts of the country, and a cheap rum is made. Cane grows vigorously, aided by a suitable rainfall, over a large area, and especially at Toledo Settlement, but the factories are primitive and the output does not suffice for local needs. Good **rice** is cultivated without artificial irrigation.

Maize is grown, principally by Indians, but also by the mahogany companies. The largest yields are got in the Orange Walk, Cayo, and Toledo Districts.

Cacao and **coffee,** for which much of the soil is suitable, are two neglected crops. **Vanilla** is indigenous, and grows wild in the Broken Ridge area. **Allspice** or pimento trees grow wild in groups in the bush.

Sisal does as well in Corozal as in southern Yucatan. Silk grass (bromelia), known in the market as arghan fibre, occurs as an undergrowth in the forests, but not always in sufficient quantity to justify commercial exploitation.

Marine Products :—Formerly a considerable source of sponges, the coast has been temporarily depleted of supplies. Replanting is in progress, and a Sponge Fishery Research Association has been opened upon Turneffe Caye. Fish are taken for local consumption,

and the canning of lobsters proceeds on an expanding scale. Marine tortoiseshell is obtained to an average value of £3,000 per annum.

Stock-raising :—Cattle of the Zebu breed and its half-breeds are raised as beasts of burden and used in the forests for hauling timber. There are good pastures on the Belize River at Banana Bank and Orange Walk, and at Toledo in the south. Beef oxen are raised in the Stann Creek Valley. Mr. W. R. Dunlop speaks favourably of the Zebu-Aberdeen Angus and Zebu-Hereford crosses for beef production, and of the Zebu-Jersey for milk. Milk is chiefly imported in tins, and Belize buys its beef from the Honduras Republic.

Mules are largely used for transport. Some sheep are kept. Pig-farming and bacon-curing are promising speculations.

Many turkeys are kept in the villages. Rhode Island Red fowls flourish, although poultry of mixed breed is commonly kept. Eggs command good prices.

The geological formation of the Central Plateau renders it probable that payable **minerals** await extraction, but little prospecting work has been done.

Exports :—Mahogany and chicle gum in about equal proportions constitute about 80 per cent. of the total export. The other chief exports are stated in the order of their importance : Coconuts, bananas, copra, cedar logs, logwood, plantains, grape-fruit, and honey. The trade in copra is extending. Tortoiseshell is exported to the United Kingdom in increasing quantity. Of the chicle shipped from Belize the larger part originates across the Guatemalan frontier.

			Imports.	Exports.
1926	..	..	$5,065,663	$3,928,790
1927	..	..	$4,534,804	$4,547,528

Labour :—The labouring classes consist principally of Negroes, Creoles and imported Waika Indians, who afford most of the forest workers. Mahogany cutters are paid $15-30 per month and plantation labourers about $12 per month in addition to housing and rations. Unskilled town labourers receive 75 cents-$2 per day.

Local Communications are frequent between the towns and villages along the coast by sailing and motor boats, and by the latter on the rivers. There is a short railway from the coast inland, near the Stann Creek Town, about 25 miles in length, which taps the banana plantations, and certain sources of mahogany and other wood.

Work has begun upon the construction of a 6-mile canal connecting the Sibun and Belize Rivers, intended to facilitate the transport of produce.

Roads :—In the Corozal District a good road runs across the Louisville swamp, and this is the main road from the town to the Rio Hondo. The difficulty of obtaining material makes road-building expensive. The chief means of conveyance is river transport, which in dry seasons proves defective.

LOCAL INFORMATION.

The standard **currency** is the U.S. gold dollar. The British sovereign and half-sovereign are legal tender for $4.86 and $2.43 respectively. There is a subsidiary silver currency of 50 cents, 25 cents, 10 and 5 cents, nickel 5 cent pieces, and bronze 1 cent pieces coined specially for the Colony. There is a paper currency of tens, fives, twos, and one dollar issued by the Government. United States notes circulate freely.

LOCAL MEASURES.

DRY MEASURE.		LAND MEASURE.	
Un Almude	= 5 quarts.	Un Mecate	= 25 yards sq.
Un Cargo	= 60 ,,	Vara	= 11.12 of a yard.
Un Barril	= 110 ,,	Task	= 1 day's work.
Un Benequen	= 15 ,,	WEIGHTS.	
Un Quartro	= 2½ ,,	1 Arroba	= 25 lbs.
Un Shushack	= 20 ,,	1 Quintal	= 100 lbs.

POSTS AND TELEGRAPHS.

Mails are sent via the United States. Homeward mails, due once a week, cost for letters 4 cents for 1 ounce, and 2 cents per ounce thereafter. The postal **telegraph** system is a Government one. There are 500 miles of line with thirty offices. Communication is commendably good. Messages for transmission by land line through Mexico are charged the inland rate plus the Mexican charge and postage. The inland charge is 25 cents per 15 words, and 1 cent per additional word.

There is an air-mail service to Miami twice weekly, and to Havana weekly, operated by the Pan-American Airways. Special air fee—25c. per half ounce or fraction thereof.

A **wireless** station in Belize communicates with the world via Tela (Honduras), New Orleans, and Jamaica. Messages 38 cents per word to U.S.A. and Canada; 69 cents to Great Britain.

PUBLIC HOLIDAYS.

January 1.
March 9.
Good Friday and Saturday.
Easter Monday.
May 24.
The King's Birthday.
Prince of Wales's Birthday.
September 10.
December 25 and 26.

Press :—Belize : "Clarion," "Independent," "Government Gazette" (weekly).

Guidance for Commercial Travellers.

Commercial travellers are required to take out a licence in Belize; the fee is 50 dollars gold (£10 8s. 4d.). Licences remain in force up to and including the 31st December following, but if a licence is granted after the 1st December of any year, it remains in force for one calendar month. Similar licences, costing 10 dollars in each instance, are required in certain other districts.

Samples of no commercial value are not liable to duty. The duty on samples of value may be either deposited or guaranteed, and the goods re-exported from any port within the permission of the Customs authorities, no time limit being fixed.

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CHILE

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THE

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CHILE.

Valparaiso, the principal port of Chile, is also the most important commercial centre upon the west coast of South America. The geographical conformation of Valparaiso, in combination with its climatic advantages, has earned for it the poetic style "Pearl of the South Pacific." It is distant from England some 9,000 miles, via Panamá, or 11,000, via Magellan Strait. A population of 195,000 was officially recorded in 1928 in Valparaiso City, and 320,398 in Valparaiso Province. The mean annual temperature is 59°F., with 30°F. and 88°F. as the extremes.

The city, when viewed from the ocean, presents a majestic panorama. An ample circle of hills is backed by the snow-capped peaks of the Cordillera. The terraced slopes are covered far and wide with picturesque dwellings and, when night falls, myriads of electric lamps peep forth, and these lights, extending over hill and dale from point to point of the far outstretching bay, almost vie with the stars. The view enthrals persons of artistic temperament under nearly any conditions.

The climate is kindly, for the summer heat is tempered by fresh breezes, and warmth and sunshine mitigate the unkindness of the short winter. Not many antiquities have survived the tempests, fires, and earthquakes. The palaces, villas, fortifications, and churches are all modern. Until recently, all buildings were of low structure, as a precaution against subterranean upheavals. No stately cathedral dignifies the city, but there is a remnant of the old colonial town in the hollow now known as "The Port." There stands a simple, low-built, stucco church, with a stately approach redolent of antiquity, and this is the "Matriz" Church of today, hallowed by ten generations of worship.

Public edifices of large size are numerous in the lower city. The large Naval Academy stands upon a bold hill, from which fine views are obtainable. The Intendencia, or headquarters of the provincial Government, is of some architectural interest.

The bay usually includes warships in its shipping. The "ascensors," or inclined railways, leading to the upper town, compare with the cliff railways to be found in various English seaside resorts. The winding roads up the hills to the upper town have been improved for motor traffic.

The Plaza Sotomayor, with its fine statue to Arturo Prat, adjoins the landing mole and there are found the Port Railway Station (for Santiago), the Post Office, and the Palace of the Intendente. The narrow Calle Prat, the financial centre, leads to the Calle Esmeralda, the shopping centre, whence one may pass to the Calle Condell, the Plaza Victoria, and the spacious Avenida Pedro Montt with its cafés and theatres and its little Parque Italia. The Avenida Victoria leads into the large Plaza O'Higgins, off which turns the Avenida Brazil, with trees and many monuments.

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10 Bridge Street

Leaving Plaza Sotomayor by the Calle Serrano and Plaza Echaurren, the Calle Cochrane is reached, where a public lift may be taken for the Paseo Veintiuno de Mayo, a terrace affording views of the bay and the hills, whence the Avenida Gran Bretaña tramcar runs to the Parque de Playa Ancha from which Torpederas, the bathing resort, and the marine promenade, the Avenida Altimirano are soon reached.

The main business quarter, with its roads and railways, stands on land reclaimed from the sea. A further large tract has been regained by the port works which, with their large well-equipped warehouses and powerful electric cranes are protected by a new sheltering mole. Mail and passenger steamers moor alongside and enjoy every facility for the landing of passengers, baggage, and mails. Passengers who remember what it was to arrive under the old conditions, when the ship moored in the open sea three-quarters of a mile from shore, are in the best position to appreciate the reality of the improvement. The advantage is marked during winter months when the "norther" blows in from the sea.

Several factories exist in Valparaiso, and the local products include locomotives, rolling stock and carts, refined sugar, beer, canned fish, enamelled iron, cement, soap, clothing, furniture, boots, cigars, and boats. The industrial district lies to the west of the city.

Travellers between Valparaiso and Santiago (the capital, distant 186 kilometres by rail) are well served by express trains furnished with Pullman cars. The electrification of that line brings economy in working and a considerable gain in time and comfort to the traveller.

Rail :—Some of the principal services of trains are enumerated below; subject to changes :—

To SANTIAGO by State Railway (3¼ hours, Pullman cars available), three daily expresses. First, single $34 (= 17s. approx.).

The Longitudinal Railway is joined at CALERA Junction (68 kilometres), situated on the State Railway to Santiago. From this point there are three trains a week to Coquimbo (first, single $97 — approx. £2 8s. 6d.); one train a week to Antofagasta (first, single $209.90), and to Iquique (first, single $307.20, including sleeping car, 2 nights).

Trains southward, to Concepción, Valdivia and Puerto Montt, are joined at Santiago.

To BUENOS AIRES by Transandine Railway, Sundays and Thursdays (May–August), Sundays, Tuesdays and Thursdays (Sept. March). First, single fare $937.70 Chilean (approx. £23 10s.).

Steamship Services :—One of the great ports of the world, Valparaiso is in touch with all countries. The principal services include :—

Liverpool, fortnightly mail services via Panamá by P.S.N.C. steamers; occasional services via the Straits. Irregular service by Gulf Line.

London, Liverpool, Glasgow, Swansea, Hamburg by P.S.N.C. cargo and passenger steamers; frequent sailings.

Steamers to Amsterdam, Antwerp, Copenhagen, Hamburg, Cadiz, Barcelona, Genoa and Marseilles.

New York, monthly passenger service by P.S.N.C. steamers and C.S.A.V. fortnightly by Grace Line.

San Francisco, Honolulu, Japan, and Hongkong, approximately monthly by Toyo Kisen Kaisha.

Frequent local services by Chilean steamers to Guayaquil, Arica, Iquique, Corral, Punta Arenas, etc.

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Valparaiso Hotels.

Hotel and Address.	Phone or Cable Address.	Beds.	Tariff.
			American plan.
Astur, Calle Condell 245	{ Astur / Auto 3031 }	200	$20–80
			European plan.
Royal, Calle Esmeralda	{ Kehle 4684 / Royal Hotel }	150	$20–50
Paris, Calle Blanco	Auto 4644	90	$15–16
Palace, Calle Blanco	Auto 4654	200	$16–25
Colon, Calle Esmeralda	Auto 4791	60	$18–27
Liguria, Av. Pedro Montt	Liguria 4778	80	$24
Adria, Plaza Victoria	4007	50	$25

($ = 6d. approx.)

Restaurants :—Monico, Calle Prat; Jockey Club, Avenida Pedro Montt; Martini, Avenue Pedro Montt.

Clubs :—Inglés; De la Union; Conservador; Español; Alemán.

Addresses :—British Consulate-General, Calle Blanco 869; U.S. Consulate, Calle Cochrane 580; Y.M.C.A., Calle Blanco 1127.

Pleasure Resorts near Valparaiso.

Viña del Mar:—The residential suburb most favoured by well-to-do Chilean and foreign residents is the township of Viña del Mar, distant 9 kilometres from the port and connected by trains, luxurious tramcars, and motor-buses. There is an hourly service of electric tramcars throughout the night. The journey takes some 15 minutes by direct train, and is a most agreeable one. Both road and railway follow the shore.

Viña del Mar is less exposed than Valparaiso to wind and storm. It has a very fertile soil and a peculiarly fragrant and stimulating atmosphere. It has a population of some 36,000. The social season is at its height in the summer months, when large numbers of wealthy and distinguished visitors arrive from Santiago and Argentina. Luxurious villas, a magnificent club-house and grounds, a race-course, fine hotels and promenades and a swimming pool of great size give Viña del Mar a place in the forefront of South American social resorts. Golf is playable upon the introduction of a member at the Viña del Mar and Playa Ancha clubs. El Recreo, distant about a quarter of an hour's ride, is famous for its baths and views, and has an hotel. Miramar, another favourite resort, adjoins Recreo.

Hotels : Grand, Calle Alvarez (150 beds), $25–40; higher tariff January to March, France, Calle Alvarez (180 beds), $15–30.

Concon, at the northern point of Valparaiso Bay, is reached by motor in ¾-hour from Viña del Mar. Tennis, bathing, fishing, shooting, and riding constitute its attractions, apart from the beauty of the scenery.

Hotel :—Gran Hotel (140 beds), $15–18.

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Laguna Verde, a couple of hours' walk south-west from Valparaiso, is a sheltered bay used for sea bathing, with a wayside restaurant.

Jahuel, or **Balneario Jahuel,** is situated high in the Cordillera (3,900 feet), 11 miles from San Felipe station. Expresses from Santiago and Valparaiso perform the journey in 2½ hours. About 6 hours should be allowed for the motor journey from Valparaiso. The hill scenery includes a distant view of Mount Aconcagua. The air is of mountain purity, and the mineral waters are highly reputed for bathing, as well as for internal use. Good roads facilitate excursions about the neighbourhood.

Hotel :—Balneario (150 beds), $30–40 per diem; invalids not received.

Limache, 50 minutes' express train from Valparaiso in the valley of the Aconcagua River, affords interesting drives and noble views.

A motor-car excursion from Valparaiso can be made to include visits to Olmue and Lo Chaparro in course of one day ($150).

Hotel :—Bellavista (Tel. 26 Limache), 100 beds, $10–12 per day (French management).

Quinteros, the naval aviation station, 25 miles away, may be visited by motor, and is served also by railway.

Torpederas, a local bathing resort is accessible by tramcar.

Santiago, the capital and seat of Government, distant 116 miles from Valparaiso, is the fourth largest city in South America and one of the most beautifully situated of any. In a wide plain, 1,706 feet above the sea, it is backed by the Andes. The city covers about 8 square miles, and is crossed from east to west by the Mapocho River, which passes through an artificial stone channel, 130 feet wide, spanned by five iron bridges. The population was 614,700 in 1928. The magnificent chain of the Andes, with its snow-capped heights, is in full view for at least nine months in the year. There are peaks of 13,000 feet at about 120 miles distance. The streets are well paved and lighted, and electric tramcars run in all directions. A wide and beautiful avenue—the Alameda de las Delicias—runs through the heart of the city for two miles, and in it are found the majority of the fine, handsome private residences.

Probably the most striking feature is the Santa Lucia Hill, rising a sheer 400 ft., affording magnificent views over the city. It is almost in the centre of the city and ornamented with gardens, balustrades, and balconies. The view gives possibly the best general idea of Santiago, although that from the Cerro Cristóbal at the other end of the town is almost equally good, and here a funicular railway affords an easy means of ascension.

Points of Interest :—Santa Cristobal and Santa Lucia Hills, Parque Cousiño (tramcar), The Alameda (the chief avenue), Casa Moneda, contains historic relics, paintings and sculpture. The President's Palace (Calle Moneda), Public Buildings, Cathedral, Bolsa de Comercio, Law Courts (Plaza de Armas), Congress Palaces (Calles Bandera and Compania), Art buildings, Parque Forestal, Railway station, Mapocho, Quinta Normal (Quinta tramcar), Military Museum (Parque car), Cavalry School (Macul car), Plaza Italia National Library, Central Market (Puente 21 Mayo), two Universities.

There is an **Air Service** from Santiago to Arica calling at **Ovalle, Copiapó, Antofagasta,** and **Iquique.**

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Santiago Hotels.

Name and Address of Hotel.	Cable.	Beds.	Tariff Without Meals.
			Chilean $
Crillon, Agustinas 1625	Crillon	70	$30–60
Mundial, Moneda—Bandera ..	Kaldenhoff	60	$18–30
Victoria, Huérfanos-San Antonio	Piola	40	$18–50
Ritz, Huérfanos 976	Ritz	30	$15–50
Oddo, Ahumada 327	Hotel Oddo	80	$10–50
Grand, Huérfanos 1164	Grand Hotel	80	$15–25
Claridge, Moneda, Estado ..	Claridge	52	$20–50 (with meals)
Cecil Residencial, Delicias 1108-10	Cecil	44	$18–70 (with meals)
Hotel Bidart, New York 9 ..	Bidart	40	$18–25 (with meals)
Astoria, Ahumada 319	Astoritel	45	$16–30 (with meals)
Casa Residencial, Ahumada 351..	Monot	40	$15–25 (with meals)

($ = 6d. approx.)

Restaurant :—The Santiago Restaurant, Huérfanos 1111.

Conveyances :—Electric trams : fares — 20 cents, city limits. Victorias : City limits, $3 per hour. **Taxi** : $8 per hour within the city limits. Visitors going outside the city are advised to arrange the charge beforehand.

Outings :—Apoquindo and Tobalaba (round trip from centre, about 1½ hours by motor). San José de Maipu and Peñalolen (return journey about 3 hours by motor). El Volcan, 1,407 metres above sea-level; train 8.30 a.m., arriving back in Santiago 6.30 p.m. through mountains and gorgeous scenery. Cartagena and San Antonio (q.v.) are 3½ hours' motor run.

Racecourses :—Club Hípico, racing every Sunday afternoon; Hipodromo Chile every Sunday morning (at Viña del Mar, January–March).

Tennis :—Santiago Tennis Club, International, Los Leones.

Golf :—Los Leones Golf Club (car from Plaza Italia); introduction required.

Clubs :—Union; The Club House; Country Club (cricket, hockey, swimming, etc.).

Theatres :—Municipal, Comedia, Santiago, and Union Central; numerous cinemas.

Addresses :—British Legation : Avenida Vicuna Mackenna 152 ; U.S. Embassy : Palacio Bruna; British Consulate : Teatinos 78; Y.M.C.A. : Avenida de las Delicias 1312.

Rail :—Santiago to Buenos Aires as from Valparaiso (q.v.); to Valparaiso, two expresses daily; to Talcahuano, three times a week; to Coquimbo and Serena, three times a week; to Antofagasta and Iquique, weekly; to Valdivia and Puerto Montt, daily.

CHIEF PORTS.

Antofagasta, capital of the province of the same name, important for the export of minerals, is situated 234 miles south of Iquique and 640 miles north of Valparaiso. It is linked with these ports and with Santiago (distant 964 miles) by rail, and also with Buenos Aires via Bolivia (4½ days' journey). A principal port in the Bolivian transit-trade, it has special transit warehouses for the storage of goods coming to or from that country. Frequent services of passenger and cargo vessels connect Antofagasta with all important Chilean ports.

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RIO DE JANEIRO : Avenida Rio Branco 57. BUENOS AIRES :
SAO PAULO : Rua S. Bento esq. Direita. Galeria Güemes
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The population is 50,000, the urban roads are asphalted, and good roads lead to the mines and nitrate works and to the neighbouring ports, Mejillones and Tocopilla. Good public gardens exist, but no great public buildings. Water is supplied from San Pedro, 193 miles away. A strong garrison is maintained. Extensive port works, due for completion in 1930–31, have been delayed by a storm which destroyed the new breakwater and caused much damage.

Landing :—Shore boat.

Conveyances :—Motor-buses.

Hotels :—Londres (120 beds), $25–70; Maury (60 beds), $18–25; Buenos Aires (100 beds), $15–50; Gran (45 beds), $15–25; Español (55 beds), $14–20; Milano (50 beds), $12–14. Meals included.

Rail :—Longitudinal railway to Valparaiso and Santiago weekly; Sunday.

Antofagasta and Bolivia Railway to Oruro and La Paz. Tuesday and Saturday (first single, including bed, £7 5s. approx.). The journey to Oruro occupies about 36 hours, and to La Paz 2 days. By means of a connecting train from Uyuni, Buenos Aires can be reached in 4½ days (first single, £17 approx.).

Air Service :—See under Santiago.

Excursions :—To Caleta Coloso (10 miles) along the shore by motor. To Mejillones (40 miles) by train or motor. To Nitrate oficinas, over poor roads (87 miles), or by train.

Coasting Steamers :—Five companies run services to Valparaiso, Iquique, and Arica. The departures are generally on Thursdays and Mondays.

Arica, the most northerly Chilean port, in Arica province, with a population of 9,000, is the terminus of a line to La Paz, Bolivia (273 miles). It is reached by rail from Tacna (Peru, 39 miles), and is distant 4–5 days from Valparaiso, 7 days from Buenos Aires, 9–12 from Panamá, 16-18 from New York, and 24–30 days from the chief European ports. The port serves the fertile, but undeveloped, Azapa Valley, and it is frequented for sea-bathing by Bolivian society, although the facilities are rather primitive.

The town is built at the foot of the Morro headland and fringed by sand-hills. The Andes are clearly in view from the anchorage. The Morro was the scene of a great battle in 1879 between Chilean and Peruvian forces. The town is strongly fortified. The vegetation is semi-tropical.

A Bolivian Customs station is established in Arica to supervise imports to that country. Borax, tin, hides, sulphur, and agricultural produce are exported.

Landing :—Shore boat.

Hotels :—Vergara (50 beds), $20-25; Palace (30 beds), $16-20; Pacifico (200 beds).

Rail :—To La Paz, by Arica-La Paz Railway every Monday (first class single, $127), dining and sleeping cars extra.

To Tacna, by Arica-Tacna Railway Co., daily (first-class single, $11.20); rail motor car can be specially hired.

An autobus runs to Tacna (Peru), single, $11.20.

Concepción, six miles up the Bio-Bio River, the most important city in southern Chile, has a population of some 70,000. It is connected by rail with Santiago (360 miles), Valparaiso, and with Talcahuano, its port, about 9 miles distant. The cathedral is interesting.

The climate is kindly, and the streets and buildings command admiration. The university and other educational institutions are objects of pride. The 9-hole golf course (open April-October) ranks with the best in Chile. The racecourse, midway to Talcahuano, is thoroughly modern in its appointments. Capital views are obtainable from Caracol Hill, and pleasurable boating on the rivers and on Lake Tres Pascualas. There is an English club and a Museum of the natural products of the region.

Hotels.

Name and Address.	Beds.	Tariff.
Cecil, Avenida Pinto	75	$20–40
France, Avenida Pratt	120	$12–18
Wachter, Caupolican, 553	45	$17–20
Medici, Barros Arana, 615	50	$14–18
Frugone, O'Higgins, 767	36	$13–15

($ = 6d. approx.)

Clubs :—Inglés; Circulo Francés; Alemán; Concepción.

Rail :—To Santiago, three expresses weekly; to Chillán, Valdivia and Temuco daily, Sunday excepted; Talcahuano (hourly).

Near Concepción are the following :—

Laraquete, easily accessible by train from Coronel (fare $5), or from Concepción ($9.50), affords good fly-fishing for trout and peladillo, from November to April.

Hotels :—Laraquete; Chile ($8).

Penco, distant 6 miles by rail, is a middle-class week-end resort with firm sands.

San Vicente, connected by tram with Talcahuano and train with Concepción; a popular week-end resort of the working classes.

Tomé, some 18 miles by rail from Concepción, upon the Bay of Talcahuano, has a background of wooded hills and two miles of shelving sandy shore with a smooth sea excellent for bathing. Tomé ranks among the best of Chilean watering places. The village of Dichato stands a little to the north.

Hotels :—France, El Morro, Durdos.

Coquimbo, with about 15,000 inhabitants, is a considerable port, with a trade in copper. It is connected by rail with Santiago (357 miles) and with Valparaiso by rail and steamer, and has one of the best harbours on the coast. It is in a mixed agricultural and mining district known favourably for a palatable local wine. The harbour has a mole and pier. Steamer passengers may undertake, if time allows, the train journey to La Serena (9 miles). At Soco, upon the outskirts of the town, thermal springs exist.

Hotels : Plaza (28 beds), $10–15; Palace (22 beds), $10–12; Inglés (30 beds), $12.

Coronel, 281 sea miles south of Valparaiso, and 43 south of Talcahuano, upon a picturesque stretch of coast, is memorable as the scene of the naval battle for which vengeance was taken at the Falklands. The coal mines are important, and shipping enjoys good natural protection. The population is 14,700; Concepción is distant 17 miles.

The action off Coronel on 1 November 1914 was fought between Von Spee's China squadron (Scharnhorst, Gneisenau, Leipzig, Nurnberg, and Dresden) against Cradock's squadron (Good Hope, Monmouth, Glasgow, and the merchant cruiser Otranto). A heavy sea and an unfavourable light added to Cradock's difficulties. The Otranto was ordered out of range, and of the combatant British ships the Glasgow alone escaped.

Landing :—Shore boat.

Hotels :—Hotel de la Bolsa (30 beds), $12–15.

Rail :—To Concepción, thrice daily, crossing the famous Bio-Bio Bridge, 1,880 metres in length; journey 1 hour. To Lota thrice daily, 20 minutes.

Steamers :—Three times daily to Concepción.

Iquique, in the province of Tarapacá, is the principal port of northern Chile, and a great centre for nitrate and iodine. It has a population of 37,400, is well built, and has electric light and tramways. The city was founded in the sixteenth century upon a peninsula between the Colorado and Cavancha headlands. It was partially destroyed by earthquakes in 1868 and 1875. The houses painted in various colours afford a picturesque appearance. Outside the city the roads are generally poor, although motoring is practicable across the pampa to the oficinas. There is an English colony and an English club. It is reached by train or steamer from Valparaiso (784 sea miles), Arica (74 miles), and Antofagasta (225 miles). Climate, rainless. Large deposits of guano are seen on the coast.

Water is brought to the city from Pica, an interesting oasis some 60 miles away, at which Spanish soldiers settled in the sixteenth century. A garrison town with a couple of good plazas and a theatre, it possesses a golf course, racecourse and a boating club.

Landing :—Shore boat.

Conveyances :—Trams, coaches, and motors. Auto services to the oficinas.

Air Service :—See under Santiago.

Hotels.

Name.	Beds.	Per Day.
Chalet Suisse	60	$20–30
Hotel Phœnix	40	18–30
Savoy Hotel	60	20–25
Hotel España	50	15–25
Casa Residencial (Perez)	26	25–30
Hotel Inglés	40	20–25

($=6d. approx.)

Railway :—By nitrate railways to Pisagua daily, except Sunday; to Pintados, once a week.

Magallanes—to apply the official name of the port long known as **Punta Arenas**—is the most southerly town in Chile, standing on the Straits of Magellan, 1,427 sea miles from Valparaiso, and some 1,355 from Buenos Aires. The place was formerly a convict station. The town consists of six broad streets, parallel to the shore, crossed at right angles by others extending uphill, and built with low houses with corrugated iron roofs. The principal buildings are business houses, grouped round the large and prepossessing Plaza. The population, 27,000, includes most European nationalities. The port facilities have been enlarged (1927) by the opening of a new mole.

Wool and mutton are exported upon a large scale. Coal is worked at the Loreto mines, some 5 miles inland, to which there is a narrow-gauge railway. Good motor roads connect the town with farms upon the Chilean side of the frontier.

The average temperature is 50° F. summer, 38° F. winter, and good skating is obtainable in the cold weather. There is a 9-hole golf course. Sunday racing takes place throughout the summer. The British club ranks among the best upon the west coast. A museum contains specimens of the local birds and animals.

Excursions :—

Afoot up the gorge of the Rio de las Minas to the Loreto mine; striking scenery; gold-washing operations in the river.

Steamer daily across the strait to Porvenir, Tierra del Fuego (three hours' crossing, $8–12 Chilean). The roads are good, and motor-cars can be hired.

The sea journey to Ultima Esperanza rivals in beauty that of the Norwegian coast, and takes a week. The distance can be covered in two days by motor, at a cost of £12–15.

Public motor-cars run twice weekly to Puerto Gallegos, on the Argentine coast, a ten hours' run. The return fare is $250 Chilean, and the route affords good views of wild life, with some opportunity of sport, although Gallegos is not itself attractive.

Landing :—By motor-boat $6 per head, $5 per package. Passports are required from all passengers.

Steamers :—

To Arica, Braun and Blanchard line, every three weeks.

To Buenos Aires, Soc. Anon. Import and Export de Patagonia, about 10th and 25th of month.

To Buenos Aires, by Cia. Gen. de Navegacion, 17th of month.

To Tierra del Fuego, daily (single, $8–12).

Motor Services :—To Gallegos and Natales three times a week. Private cars can be hired.

Hotels.

Name of Hotel.	Cables.	Beds.	Tariff per Person per Day.
Hotel Kosmos, Calle Errazuriz ..	Cosmos	42	$18–20
Hotel Royal, Calle O'Higgins ..	Hotel Royal	65	$18–25
Hotel Comercio, Calle Errazuriz ..	Hotel Comercio	32	$18–25
Hotel France, Calle O'Higgins ..	Hotel France	30	$14
Hotel Aleman, Calle Lautaro Navarro	August Schulz	11	$8
Hotel Windsor, Avenida Colon ..	Hotel Windsor	18	$8–10
Hotel Caledonia, Calle Bories ..	Hotel Caledonia	60	$8–10
Hotel Imperial, Calle Pedro Montt..	Hotel Imperial	20	$9–10

There are several boarding-houses.

($=6d. approx.)

Puerto Montt, the capital of Chiloé province, is a thriving town of about 10,000 inhabitants, the terminus of the Central Railway, and 670 miles south of Santiago. The bay is magnificent in size and beauty, and the local climate most agreeable. The port is much used by coasting steamers and serves a sheep-farming district.

HOTELS :—Hein (110 beds), $15-20; Miramar (32 beds), $12-16. Correa, Terminus.

EXCURSIONS :—The city is an excellent base for excursions to the Chilean Lakes (page 257). Lake Llanquihué is some 14 miles away by road, and from that point a view is obtained of the Osorno volcano. Other large lakes in the same province are Lago de Todos Santos, Laguna Cayetué, Lago Peyehue, Lago Rupanco, and El Chapo. The Maullin River which rises in Lake Llanquihué presents some interesting waterfalls.

RAIL :—Daily to Osorno and Santiago; four times a week to Temuco.

OTHER TOWNS.

Ancud is a port on Chiloé Island, with a population of 4,000, and is about 760 miles from Santiago; an agricultural and timber centre with a good trade with Puerto Montt.

HOTELS :—Central, Royal.

Caldera, opened as a port in 1884, serves the province of Atacama. It has a pier of 250 yards, and is connected by rail with Copiapó (54 miles). It is claimed that the first steam train to run in South America started from Caldera.

Castro, a minor port upon a deep-water inlet on the eastern side of Chiloé Island is served by local steamers from Puerto Montt and coasting vessels. Timber, potatoes and wheat are exported to the mainland.

Chañaral, a port in Atacama, midway between Caldera and Taltal, has 3,000 inhabitants, and is in a rich mining and copper-smelting district. Caleta Barquito to the south of the Bay is the base of an important copper company with mines at Potrerillos.

Hotels :—Atacama (22 beds), $13-15; Inglés (20 beds), $10-12; Central (10 beds), $10-12.

Rail :—Three times a week to Copiapó.

Steamers :—To Guayaquil and intermediate ports weekly; to Valparaiso fortnightly.

Chillán, 323 miles south of Santiago, with which town and with Valdivia, Valparaiso, Talca, and Concepción it is connected by rail, has a population of 31,000, and is an important agricultural centre. The town is modern in its larger developments, but retains picturesque links with the past. One of its older houses was the birthplace of the Liberator, Bernard O'Higgins.

The mineral springs, for which the district is famed, are reached by train to Recinto (40 miles), and motor to "las Termas," some 6,000–7,000 ft. up in the Cordillera.

HOTELS :—Central, Francia.

Chuquicamata, 162 miles from Antofagasta city, with a population approaching 15,000, on the Antofagasta and Bolivia Railway, is

an important centre of copper-mining and the seat of the Chile Exploration Co.'s plant.

Constitución, a port south of Valparaiso, on the Maule River, and 115 miles north-east of Concepción, and hitherto without a passenger steamer service, is being equipped with long breakwaters and wharves for small steamers. It adjoins a large and wealthy district producing grain and lumber, and when the new improvement works are completed should assume considerable commercial importance. It is connected by rail with Talca (56 miles). Its main claim to attention is as a summer resort. The fine beach is encircled by rocks of great picturesqueness, and the surrounding scenery is most pleasing. There is a large number of hotels and pensions, and accommodation is difficult in January-March.

Hotels.

Hotel and Address.	Cable Address.	Beds.	Tariff.
Hotel de la Playa, Caleta	Falet	220	$15–20
Hotel Acuña, Caleta	Acuña	40	$15–20
Gran Hotel, Calle Freire	Morales	150	$10–15
Hotel Central, Calle Freire ..	Brown	40	$10–12
Palace Hotel, Calle Freire	Verdugo	120	$12–15
Hotel Talfa, Calle Montt	Corina	80	$10–12
Hotel la Plaza, Calle Oñederra ..	Barrios	40	$10–12
Splendid Hotel, Calle Portales ..	Negri	70	$12–15
Hotel Internacional, Calle Bulnes	Heiss	70	$12–15
Hotel Royal, Calle Portales ..	Smith	50	$10–12
Hotel Maule, Calle Blanco	Bravo	50	$10–12
Hotel Italia, Calle Bulnes	Motta	70	$12–15
Hotel Penfcia, Calle Blanco ..	Rossi	40	$10–12
Hotel Santiago, Calle Portales ..	Letilier	60	$10–12
Hotel la Zona, Calle Cruz	Escobar	120	$10–15
Pension Marin, Calle Freire.. ..	Marin	70	$12–15

Copiapó, capital of the province of Atacama, has a population of 10,000, and is of importance as a copper-mining centre. On the edge of the desert region and possessing historical associations, it is an attractive, well-administered town. It is connected by rail with the port of Caldera, about 50 miles distant, and with Santiago, Valparaiso, Iquique, and Antofagasta. A monument exists to Juan Godoy, a pioneer of the mining industry.

Hotels :—Atacama, Inglés.

Air Service :—See under Santiago.

Corral, the outport of Valdivia City, is at the mouth of the river. There is a steamboat service daily to Valdivia, 1½ hours. The town was the scene of a great victory by the Chileans under Admiral Cochrane in the War of Independence of 1818. Whaling is carried on from a base at San Carlos in Corral Bay. Large iron and steel works are being constructed to treat ore obtained from Tofo, near Coquimbo.

Hotel :—Miramar (30 beds), $12–15.

Steamer :—To Arica, weekly.

Cruz Grande, on the gulf of that name, 32 miles north of Coquimbo, and 130 miles from Valparaiso, has good anchorage of 8 to 20 fathoms, with cranes and loading plant, and is an iron-ore shipping port of importance.

Coquimbo may be reached by steamer twice a week, daily by rail, or by motor (about 4½ hours).

Curicó, an inland agricultural town, with about 16,000 inhabitants, is 122 miles south of Santiago on the railway. The surroundings are picturesque, and the main plaza is accounted one of the finest in the Republic. The cattle market is a great one; flour milling and tobacco manufacturing are local industries.

HOTELS :—Comercio, Yungay, Estación.

Huasco, a port for mining products, midway between Coquimbo and Copiapó, has some 3,000 population.

HOTEL :—Cabezas (20 beds), 10-15 pesos.

STEAMERS :—Fortnightly to Arica and Valparaiso and intermediate ports.

RAIL :—Four times a week to Vallenar in connection with the Longitudinal Railway.

Junín, in Tarapacá province, a nitrate port 10 miles south of Pisagua, with only a small collection of warehouses and workmen's dwellings. Its whole importance derives from the export of nitrate.

La Serena, an old and interesting Spanish town, is on the coast some 9 miles north of Coquimbo. It is a mining and industrial centre, possessing an old cathedral. The population is 15,000. It is connected by rail with Valparaiso, and has two good motor roads, one inland and one on the sea front. A motor-bus runs twice weekly to Cruz Grande (4 hours).

HOTELS :—Gran (40 beds), $10-20; Serena (26 beds), $15.

Lebú, a coal port some 80 miles south of Concepción, at the mouth of the River Lebú, has a population of 4,000. Local railways serve the coal-mines in the vicinity, and afford daily trains to Puerto Peleco on the highly-picturesque Lake Lanalhue.

HOTELS : —Central (30 beds), $15; Aleman (15 beds), $15.

RAIL :—To Talcahuano, Tome, Penco and Valdivia weekly.

Linares, capital of the province of Maule, has 12,000 inhabitants, and is 31 miles from Talca.

The Panimávida springs and baths, picturesquely situated on the foothills of the Andes in the central Chilean valley, are some 17 miles distant. The Hotel de los Termas de Panimávida is high class, and the hot springs are medicinal.

HOTELS :—Panimávida, Lazari.

Llay-Llay, a railway junction midway between Valparaiso and Santiago, is an old town of 5,000 population, situated about 1,300 feet above sea-level.

The new station at the adjoining place, Las Vegas, has replaced Llay-Llay as the junction for the Transcontinental route.

Los Andes, situated in the agricultural and vine-growing district of Aconcagua, has a population of 10,000. It is the terminus of the Transandine Railway, giving railway connection with Argentina.

HOTEL :—Central (25 beds), $14 dinner, bed and breakfast.

Los Angeles, capital of the province of Bio-Bio, with a population of 13,000, has a certain commercial importance. Concepción (73 miles), the nearest port, is connected by rail. Santiago is 347 miles north.

Lota, a large coal shipping port, on the Bay of Arauco, south of Coronel (5 miles) and Concepción (21 miles), is a coal-mining centre with 17,000 inhabitants. It can be conveniently visited by train from Coronel.

In the neighbourhood are the famous Cousiño Park and Château, one of the sights of Chile. The management and organization of the Cousiño mines are of extraordinary interest.

Landing :—Shore boat.
Rail :—To Coronel (20 minutes), and Concepción (1½ hours) daily.
Hotel :—Comercio (35 beds), $15–25.

Mejillones, on the coast, 37 miles north of Antofagasta, with 6,000 inhabitants, principally exports minerals. It has a good natural harbour, protected from westerly gales by high hills. It is connected by rail with Antofagasta (train daily except upon Sundays), and with Bolivia.

Osorno, the capital of its Department, is some 590 miles by rail south of Santiago, and some 80 ft. above sea-level. The city was founded in 1558 and quickly became one of the principal Chilean towns. The streets and buildings retain much of their colonial character. There are local industries of some importance, largely the creation of German settlers. Population 13,000. Osorno may be visited en route to Puerto Varas and the Chilean Lakes, and is about 24 hours' train journey from Santiago.

HOTEL :—Recordon (60 beds), $12–15.

EXCURSIONS : Motor to Lake Puyehue and the thermal springs; Salto Pilmaiquén to the waterfall. Train to Trumao and steamer to the Bar of the Rio Bueno, celebrated for its scenery. The valley of the Rio Bueno may be visited by taking train to La Unión, and thence by motor. Rio Negro is about an hour by train on the Puerto Montt line.

Ovalle, 70 miles south of Coquimbo and served thrice a week by trains from that point, is at the junction of a 50-mile line to the coast at Tongoy. The centre of a fruit and wool-growing district, it has a population of nearly 10,000.

HOTEL :—Francia.

Air Service : See Santiago.

Pisagua, the northern terminus of the Nitrate Railway Company, is a port in Tarapacá province, exporting iodine and nitrate. The town has about 2,000 inhabitants, and is reached by coast steamer and rail from Iquique (39 miles). Motor-boats ply to Junin and Caleta Buena.

Puerto Varas, a beauty spot of about 4,000 inhabitants, stands on the edge of Lake Llanquihué, and near the Osorno, Tronador, and Calbuco volcanoes. It is in the Chilean "Switzerland," 650 miles from Santiago upon the central line, and the journey may be made by Pullman. (See The Chilean Lakes, p. 257.)

HOTELS :—Llanquihué (50 beds), $15–20; Bellavista.

Rancagua, with a population of 17,000, is on the Central Railway, about 165 miles south from Valparaiso. A battle fought in its streets in 1814 is the chief title to historical interest. The pursuits of the town are agricultural, although it serves also the Teniente mining area. The Cauquenes thermal springs are near at hand. The town is accessible in four hours by motor from Santiago.

HOTELS :—Central, Estación, Santiago.

Rio Blanco, in the Cordillera, some 35 miles from Los Andes up the Aconcagua River, is served by daily trains from the station named. The surroundings are mountainous and inviting for walks and rides. Good fishing is to be had, and a fair amount of society in the season, September–April.

HOTEL :—Rio Blanco (70 beds).

San Antonio, some 40 miles south of Valparaiso and 70 miles by rail from Santiago, is the nearest port to the capital. The port works, which were completed in 1921, include a 1,650-yard jetty. Its shipping shows a considerable growth, more or less at the expense of Valparaiso. There are direct rail connections with Santiago, Talagante, and the Central Valley.

The town is a popular holiday resort of Santiago residents, and has some 3,000 inhabitants.

Cartagena, 5 miles distant, with good hotels, is a favourite playground for Santiago residents. Llolleo (2½ miles) is a summer resort, also with hotels.

HOTELS :—Roma, Jockey Club, Victoria.

San Felipe, the capital of Aconcagua province, is an agricultural centre with 12,000 inhabitants. The climate is agreeable, for the city is 2,250 feet above sea-level and situated about 80 miles north-east of Valparaiso. The town is connected by rail with Valparaiso, Santiago, and Argentina, and is one hour by motor from Jahuel.

HOTEL :—Europa (100 beds).

San Fernando, capital of the province of Colchagua, has 10,000 inhabitants, and is 83 miles from Santiago and 197 miles from Valparaiso. It is situated in a broad and fertile valley at 1,000 ft. altitude. It was founded 1742, and still retains the colonial character.

HOTELS :—Marcano, Estación, Comercio.

Talca, on the Claro River, population 36,000, trades principally in cereals and wines. It is connected by rail with Santiago (155 miles), Concepción (52 miles), and Constitución (56 miles). The city is the most important in the Central Valley, and is a manufacturing centre. It was founded in 1692, and has historical and cultural

traditions of which the inhabitants are proud. A golf club has been founded. The earthquake of December 1928 caused considerable damage to the town.

HOTELS :—Talca (60 beds), $12–25; Mundial (40 beds), $12–16.

Talcahuano, the port of Concepción, is connected with that city by electric tram and rail. A leading grain and export centre and a naval station, its dry docks accommodate vessels of 30,000 tons. The population is 22,575. It is about eleven hours (303 miles) by rail from Santiago, and 240 miles by steamer from Valparaiso. Steamers call both upon their northward and southward journeys.

LANDING :—By shore boat.

HOTELS :—France (50 beds), $15; Astor (18 beds), $14.

RAIL :—Daily trains to Valdivia and Santiago; electric trams hourly to Concepción.

Taltal, a port in the province of Antofagasta and 110 miles south of that city, has a population of 8,000, and is a nitrate centre. Railways join the oficinas with the port and connect at Catalina with the Northern Longitudinal system.

HOTELS :—Olimpia (15 beds), $12–15; Central (17 beds), $14–16. Several boarding-houses.

Temuco, capital of the rich agricultural province of Cautin, is some 430 miles south of Santiago or 108 miles north of Valdivia. The town of 40,000 inhabitants has been considerably improved in recent years and ranks among the most important in the south. Wheat, barley, oats, timber and apples are the principal products of the district. Native Indians make this a market town. Schools are maintained by the South American Missionary Society and by American Baptists.

HOTELS :—Central (110 beds), $20–30; Terraz (50 beds), $15–30; Continental (60 beds), $14–25; Temuco (65 beds), $14–22.

RAIL :—Daily to Talcahuano; three times a week to Pto. Montt.

Tocopilla, in Antofagasta province, with a population of 6,000, is chiefly concerned with shipping nitrate, iodine, and copper ore. A new coast road connects the town with Antofagasta.

HOTELS :—America (30 beds), $12–24; Central (14 beds), $8–10.

RAIL :—Train to Toco bi-weekly connecting with the Longitudinal Railway, and Antofagasta, Bolivia, Valparaiso, Santiago, and Iquique.

Valdivia stands on the river of the same name, at the confluence of the rivers Calle Calle and Cruces, and 12 miles from its mouth. The city, 440 miles from Valparaiso by sea and about 23½ hours by rail from Santiago, has the best shipbuilding yards in the Republic, and turns out 3,000-ton vessels. The name is that of the founder, Pedro de Valdivia, who established the city in 1552. The climate is humid, and vegetation is abundant. It has a population of 35,000, including many of German descent, and a variety of factories and industrial works. A large part of the foreign commerce of Southern Chile is transacted in Valdivia. The city is accessible to craft of

800 tons, and is served by river steamers. The Pacific Steam Navigation Company's intermediate steamships call at Corral, and discharge into lighters for Valdivia.

The district is of much natural beauty, and the neighbouring Balneario de Niebla deserves the visits of pleasure-seekers.

Hotels.

Name and Address of Hotel.	Beds.	Tariff per Person per Day.
Gran Hotel Schuster, Calle Maipú	140	$12–15
Hotel Bussenius, Plaza de la República	40	$9–12
Hotel Palace, Plaza de la República	47	$12
Hotel Central, Calle Caupolican	30	$9
Hotel Haussmann, Calle Picarte	24	$9–10
Hotel de France, Plaza de la República	44	$12–15

Rail :—Daily to Santiago; connection via Antilhue to Puerto Montt thrice a week.

Villarica, distant 60 miles from Temuco and 650 feet above the sea-level, is accessible with some difficulty by motor. It is visited for the sake of the beauties of the lake (21 miles long), and of the snow-capped volcano of the same name. A steamer and motor launches ply upon the lake and first-class fishing can be obtained.

Hotels :—Bellavista; Pucón.

Vicuña, 50 miles west of Coquimbo upon the railway to Rivadavia, 2,000 ft. above sea-level, with mines, vineyards and orchards in the vicinity, has a population of 3,000. Trains run to Coquimbo four times a week.

Zapallar, on the coast and five hours by train from Valparaiso or Santiago, is accessible also by an all-day motor journey over good roads through impressive scenery. The bathing is excellent, both here and at Papudo. The resort is fashionable.

Hotels :—Gran Hotel (Tel. Zapallar), 200 beds; Papudo Hotel (Tel. Catapilco 5), 180 beds; Palace.

Excursion from Valparaiso.

Juan Fernandez ("Robinson Crusoe" Island) :—About Christmas in each year a steamer of the Pacific Line belonging to the New York–West Coast service makes a special trip from Valparaiso to Juan Fernandez. The island is 370 miles west of Valparaiso. The voyage occupies three days, and allows 15 hours ashore.

Fernandez discovered the group of three islands in 1574, and one of them was the home of Alexander Selkirk, 1704–09, whose cave upon the beach of Más a Tierra island is shown to visitors, and upon whose adventures Defoe based his great romance. The main island has some 300 inhabitants, living in log huts, and gaining their living by fishing. It has a church, schools, post office, and wireless station. The little town of San Juan Bautista furnishes lobsters to the mainland.

The anvil-shaped peak, El Yunque, forms a landmark, and upon this mount Selkirk lit his signal fires. A tablet was set in the rock

at Selkirk's look-out by British naval officers in 1868, and the climb to this point is rewarded by a memorable view.

Santa Clara, an islet, adjoins the main island. The third of the group, Más Afuera, about 90 miles seaward, has peaks 5,000 feet high.

The island last-named has served temporarily as a penal colony for political prisoners deported from the mainland.

Fare: Valparaiso to Juan Fernandez, $50 first class for the round trip; $60 for single-berth cabins.

PHYSICAL FEATURES.

Chile has been the recognized name of the country throughout its history.

Situated between the Andes and the Pacific, Chile has an area of 751,605 square kilometres, and is bounded north by Peru, east by Bolivia and Argentina, and south and west by the Pacific. The coast line is approximately 2,800 miles and the average width of the country about 100 miles.

There are three chief regions: the deserts of the north, the arable lands of the centre, and the forest country of the south. To this may be added the Patagonian and Magellan area, sparsely populated, and suitable chiefly for sheep-rearing. Between the ocean and the Andes lies a fertile plain some 620 miles long and 60 broad, sometimes styled "The Vale of Chile."

The agricultural portions are estimated at about 40,000 square miles, or nearly an eighth of the whole area. The rest of the country is mountainous, the Western Andes running east and the Cordillera Maritima westward.

The Chilean lateral range includes the great peaks of the Cerro Doña Ines (16,700 feet) and the Cerro Bolson (16,017 feet). The system is volcanic, and the Chilean Andes culminate in a peak of 22,850 feet, Aconcagua (Argentina). In Central Chile the Uspallata Pass, between Santiago and Mendoza in Argentina, rises 12,780 feet above the sea. The famous "Vale of Quillota," between Santiago and Valparaiso, is extremely fertile.

The coast has a remarkably large number of islands and islets, three separate groups being known as the Chiloé, Guaytecas, and Chonos archipelagos. The Diego Ramirez group is 63 miles west of Cape Horn. The greater part of Tierra del Fuego belongs to Chile.

The principal **rivers** have their sources in the Andes, flow west to the Pacific, and possess only short navigable channels. The rivers of the desert region, of which the longest is the Loa (1,253 miles), are lost in the sand before reaching the coast. The agricultural provinces are well watered by the Bio-Bio (220 miles), Maipó, Itata, and other streams. The southern areas of Chiloé and Magallanes have the Pudeto, Palena, Yelcho, and others. The waterfalls and rivers afford unlimited hydraulic power, which is now being actively developed at several points.

Most of the **lakes** are in the south. The largest are Lake Llanquihué (300 square miles) and Lake Ranço (200 square miles),

and most of them drain westwards towards the Pacific through short and partially navigable rivers. In the far south occur the big fresh-water Laguna Blanca and the salt lakes, Otway Water and Skyring Water.

The **climate** is temperate. The National Observatory, Santiago, records 58 rainy days in the average year. The average rainfall is : at La Serena, 6¾ inches; Santiago, 16; Talca, 22; Concepción, 53; Puerto Montt, 104; and Valdivia, 112 inches. The average temperature in Santiago is 56° F. The highest temperature in the north is 91° F., and the lowest in the south 17° F. Snow does not fall north of 36°S., except at altitudes of 200 to 300 metres. The northern area from Arica to Iquique is rainless.

The **snowline** diminishes in height southwards. At Antofagasta it begins at 16,500 ft.; at Aconcagua at 14,000; at Curicó at 11,000; at Bio-Bio at 6,500; at Llanquihué at 5,000; and in Magellan Territory at 3,300 ft.

Slight **earthquakes** are of frequent occurrence, and the instruments record an average of two a day in the period 1907–1924, with an average of two destructive shocks per annum. The Copiapó district has suffered most within recent years.

The **seasons** are :—
Spring—September 21 to December 21.
Summer—December 21 to March 21.
Autumn—March 21 to June 21.
Winter—June 21 to September 21.

To promote administrative economy the number of provinces has been reduced from the former 23 to 16, and in addition there are two territories. The existing divisions are :—

PROVINCES

Aconcagua	Chiloé	Nuble
Antofagasta	Colchagua	Santiago
Arica	Concepción	Talca
Atacama	Coquimbo	Tarapacá
Bio-Bio	Maule	Valdivia
Cautin		

TERRITORIES :—Aysen ; Magallanes.

POPULATION.

The population was estimated by the Government Statistical Department at 4,332,521 in 1928. The mass of the people are mestizos of mixed Spanish and Indian race. In the middle class foreign blood predominates. The upper class is of Spanish descent, with infusions of British, Irish, and other European races. The number of British residents in Chile was 6,899 in 1920.

In 1920 the foreign population included :—

	Population.		Population.
Spaniards	24,775	French	6,924
Bolivians	15,957	British	6,899
Peruvians	12,052	Turks	5,419
Italians	11,535	Austrians	3,950
Germans	8,551	North Americans ..	1,896
Argentines	7,047	Other Nationalities ..	11,758

GOVERNMENT.

Constitution :—The Chilean Constitution, as drawn up in 1833, was a compromise between the British and American models. After the Civil War of 1891 changes were instituted on the lines of the British Parliament. In 1923 further changes were made and upon September 18, 1925, others were promulgated. Under these :—

Executive authority rests in the President, who is elected for six years by direct vote at the polls and not, as formerly, through an electoral college. Civil and military appointments and the conduct of foreign relations are in the hands of the President, and Cabinet Ministers hold office at his will.

The Chamber of Deputies initiates all legislation, and the function of the Senate is revisionary. Plebiscites of the people are to be taken only in the event of a clash between Congress and the President upon questions of Constitutional reforms.

A subsidy is granted to the Catholic Church, education is formally recognized as one of the most important cares of the State, and the liberty of the Press and inviolability of the home are provided for under this Constitution.

PRESIDENTS SINCE 1901.

German Riesco	1901
Pedro Montt (died in office)	1906
Elias Fernandez (died in office)	1910
Emiliano Figueroa	1910
Ramón Barros Luco	1910
Juan Luis Sanfuentes	1915
Arturo Alessandri	1920
Luis Barros Borgoño (Vice-President in office)	1925
Emiliano Figueroa	1925

PRESIDENT.

General Carlos Ibañez	1927

MINISTRY.

Prime Minister and Interior	Enrique Bermúdez
Foreign Affairs	Manuel Barros
Finance	Rodolfo Jaramillo
Justice	Osvaldo Koch
Education	Mariano Navarrete
War	General Blanche
Marine	Captain Fredden
Public Works	Emiliano Bustos
Welfare	Luis Carvajal

A CHILEAN CALENDAR.

1535. Diego Almagro sets out from Peru to explore Chile.
1536. Pedro de Valdivia begins to colonize Chile.
1541. City of Santiago founded. Beginning of war with Araucanians.
1550. City of Concepción founded.
1552. City of Valdivia founded.
1593. Jesuits first arrive from Peru.
1609. Royal Audience established.
1647. University of Santiago founded.
1751. Santiago and Concepción damaged by earthquake.
1773. Peace concluded with Araucanians.
1776. Province of Cuyo handed over to the new Vice-Royalty of La Plata.
1792. Ambrose O'Higgins made Captain-General.
1810. Chile declares war on Spain.
1814. Spaniards defeat Chileans at Rancagua.
1817. Patriot forces, led by San Martin, defeat the Spaniards at Chacabuco.
1818. Arrival of Lord Cochrane to command the Chilean fleet. Bernardo O'Higgins becomes Director-General. Victory at Maipú.
1823. Bernardo O'Higgins forced to resign.
1826. Spaniards driven from Chiloé. Peace with Spain concluded.
1833. New Constitution defines the limits of the Chilean State.
1836. War declared between Chile and the Peru-Bolivian Confederation.
1839. Final victory of the Chileans.
1840. First arrival of Pacific Steam Navigation Co.'s steamers.
1852. First line railway opened between Caldera and Copiapó.
1866. Spaniards bombard Valparaiso.
1868. Treaty of peace with Spain.
1879. War with Peru and Bolivia, known as the Nitrate War.
1883. Conclusion of Nitrate War.
1886. Balmaceda elected President.
1891. Civil war. Balmaceda commits suicide. Admiral Montt, President.
1892. Treaty signed with Bolivia.
1902. Holdich Boundary, treaty signed with Argentina.
1906. Severe earthquakes at Valparaiso and Santiago.
1910. Transandine tunnel officially opened.
1919. Chile joins the League of Nations.
1924. Military Council form new Government.
1925. New political Constitution.
1926. Central Bank opened.
1927. Political crisis. Col. Ibañez forms new Government.
1928. Diplomatic relations resumed with Peru.
1929. Settlement of Tacna-Arica dispute.

NATURAL RESOURCES.

The chief **agricultural** zone extends from a little north of Valparaiso to Valdivia in the south. Agriculture is the principal industry, and the country is self-supporting in respect of food. There are probably 95 million acres of arable land, a very small proportion of which is tilled. About 2½ million acres are irrigated artificially. Barley, oats, and wheat are sown upon about 1¾ million acres. Approximately three-quarters of a million acres of grass land are under alfalfa and clover, and about 240,000 acres are planted with fruit trees.

Fruit farming has undergone development especially in the region extending about 200 miles north and south, with Valparaiso as its centre, and near Valdivia in the south. Fresh, dried, canned and preserved fruits are all exported. Peaches, pears, plums, apricots, melons and water melons of delicate flavour are the typical produce of the central region. Apples form the most important crop in the south, where also soft fruits—strawberries, raspberries, loganberries

and currants—flourish. Tropical fruits like the chirimoya and alligator pear are grown on a certain scale in the northern part. Chilean soft-shelled walnuts have established themselves in favour abroad and are exported in quantities of 1,000–1,500 tons annually. A considerable business is done with the United States in honeydew melons and in dried figs. Almonds, olives, cherries, oranges and lemons are all cultivated.

Dried fruits of excellent quality are prepared in the Coquimbo district. Stoned peaches (descarozados) are exported to Uruguay and Argentina, and the annual production is 1,000 tons. Unstoned peaches (huesillos) representing 1,600 tons, are consumed locally. Raisins are shipped to Ecuador, Peru, and occasionally the United States, and the crop is estimated at 800 tons.

Grapes are grown in large part for the wine industry, which is of increasing importance. In 1928, 3,154,595 gallons were exported. The grapes are reputed the best in South America, and among the finest brands of wine are Tocornal, Subercasseaux, Urmeneta, and Concha y Toro. Chilean table grapes of the muscatel type, especially luscious and aromatic, command a good market in Argentina and are also shipped overseas.

Vegetables :—Lentil cultivation has been found profitable and a market has been established in the United States, where the large size, good flavour and tenderness of the cooked article have earned special favour. Beans are exported on a large scale to the United States and many varieties are grown. The onions are large, like the Spanish variety.

Cane **sugar** is planted experimentally at Coquimbo, and sugar beet in the Valdivia and Chiloé regions. Sugar has been imported largely from Peru.

Tobacco is grown, chiefly in the Province of Aconcagua. The area under cultivation is 5,500 acres, producing 4,007,000 kilos in 1928.

The exports of **honey** approach 2,000 tons a year, and there are large supplies of beeswax.

Chilean **livestock** at the end of 1925 included 1,918,433 cattle, 4,093,872 sheep, and 357,000 goats. Sheep are farmed predominantly in the Magellan territory, the source of large exports of mutton, wool, sheepskins and tallow. Cattle are killed for home consumption and their hides are exported. The number of cattle is apparently 750,000 fewer than in 1906.

Irrigation : Estate owners have carried out private works to irrigate about 3 million acres, and the area is being increased to 4 million acres by works in which the Government is sharing the cost with landowners. An important scheme was completed in Bio-Bio Province in 1928, known as the Laja Canal. Others on the Maule and Melado rivers are under construction as well as the damming of the Cogoti and Lautaro rivers.

Land Holdings :—The best irrigated lands have been sold, within recent years, for 4,000 pesos per hectare (about 2½ acres). Land in the central region fetches about 3,000 pesos, and land in the south

about 500. Free grants of 40 hectares are obtainable in the south upon specified conditions. The Inspector-General de Colonización, Santiago, is the proper authority for information.

Fisheries :—Fish of excellent quality and over 260 varieties abound within 30 miles of the long sea coast, affording opportunity for a much enlarged fishing industry. The species include haddock, soles, conger, and fish unknown to northern waters, as well as anchovies, oysters, and lobsters.

The total catch of edible fish is given officially as 20,000 tons during 1926. The total value of fisheries, including sealing and whaling, is returned at £625,000. Whaling is carried on from Corral. Seals and sea otters are taken in Magellan Territory in a total of 1–2,000 head per annum.

FOREST PRODUCE.

Timber :—The southern zone is forest-covered from latitudes 37° to 44°, within an area of 75,000 square miles, equivalent to one-fourth of the whole country. Timber is grown outside these limits, but not to such purpose either in quality or quantity. Details of certain principal kinds are given from a British Consular report :—

Rauli (*Nathofagus procera*).—One of the most important classes of timber abounds in Cautin and Malleco provinces. The wood is red, veined, medium in weight, free from knots, and quick drying. It is excellent for making barrels. Well selected, it makes a first-class parquet.

Roble Pellin (*Nathofagus obliqua*).—This red oak exists between latitudes 38° and 42°. The wood matures slowly and is used for beams in building barges and for railway sleepers.

Alerce (*Fitzroya Patagonia*).—Thrives in the swampy districts south of Valdivia. Specimens are found measuring 60 ft. high by 5 ft. diameter. The wood is not affected by moisture, and is largely used in the south of the country for roofing purposes.

Coicue (*Nathofagus Dembeyi*).—Abundant in the southern regions, is used for all kinds of construction, including railway sleepers.

Cypress de Cordillera (*Libocedrus Chilensis*).—Is found from latitude 30° south; light in weight and pale yellow in colour, it is used largely for furniture.

Cypress de Guaytecas (*Libocedrus Tetragon*).—Found to the south of Valdivia, and in enormous quantities on the islands between 42° and 46°. The wood is hard and very resistant against water, making it suitable for sleepers in swampy districts.

Lingue (*Persea Lingue*).—Found from Llanquihue in the south and as far north as Atacama, is used principally for furniture. It possesses a rich coloured vein and, when varnished, it imitates fine woods like walnut, jacaranda, and cedar.

Laurel (*Laurelia Aromatica* and *L. Senata*).—Abounds from latitude 34° to the island of Chiloé. Used for floorings and ceilings, parquet and furniture. It takes varnish well.

Litre (*Litre Cautica*).—Found throughout the country; is used for making cart wheels and spokes.

Luma (*Mircongenia Luma*).—Obtained in the central and southern zones. Of a red colour, it is exceptionally hard and heavy and withstands enormous strain.

Maniu (*Podocarpus Chilena*).—Very durable, aromatic, and of yellow colour; used for furniture, flooring, masts, and spars.

Pehuen (*Araucania Imbricata*).—Found between 37° and 40°, and after alerce is the tallest tree in the country. It is used in delicate carpentry. The fruit (piñon) is reputed valuable for medicinal purposes, as is the bark.

Quillay (*Quillaja Saponaria*).—Is obtained between Coquimbo and Valdivia. The trunk and branches are used for firewood and for making charcoal. The bark is exported in large quantities.

Algarrobilla (*Caesalpina Brevifolia*).—A shrub peculiar to the Atacama and Coquimbo districts, produces an excellent firewood, but is chiefly valuable for the berry, which is used in tanning leather. With the exception of about 100 tons consumed in the country the whole production is exported to Europe.

MINERAL WEALTH.

The chief mining country in South America, Chile is answerable for some two-thirds by value of the whole continental output of minerals and metals.

The **nitrate** of sodium deposits, still the most prolific source of mineral wealth, and, through the operation of the export tax, the chief mainstay of the national revenue, no longer command a monopoly of the market for fixed nitrogen. Synthetic processes of manufacture carried on in Europe and the United States supply a large part of the demand. An important agreement was reached in 1929 between the Chilean industry and Imperial Chemical Industries, Ltd., and I.G. Farbenindustrie. This entente between natural and synthetic nitrogen producers embraces 70 per cent. of the world's production and has greatly stimulated the industry. Immense reserves of Chilean nitrate remain, and new economical processes of extraction have been brought into work.

Nitrate is chiefly found in the desert tracts of Tarapacá and Antofagasta, ceded to Chile after her victory over Peru and Bolivia in 1883. It is to the almost rainless character of these lands that the existence of the great beds of caliche is due. The nitrate zone has a coast line of about 450 miles.

The Tarapacá nitrate field, the first to be exploited, is served by the ports of Pisagua, Junín, Caleta Buena, and Iquique. The Tocopilla deposits are near the port of that name. The Aguas Blancas field lies south-east of Antofagasta, and there are large workings between the point last named and Mejillones, and others at Taltal.

The production in recent years is reported as follows :—

	Metric Quintals.
July 1926—June 1927	.. 13,175,525
„ 1927— „ 1928	.. 25,478,573
„ 1928— „ 1929	.. 32,787,883

About 80 per cent. of the world's consumption of **iodine** is produced in Chile. This element is a by-product of the nitrate trade, and its recovery from the caliche is governed by market considerations. The export has doubled in response to the larger consumption and now exceeds 1,100 tons.

Copper, a product of the mountains of northern Chile, has been worked for over three centuries and with the introduction of large-scale methods has become the second mineral industry of the country, even as Chile has become the second copper-mining country of the world. Here, as in Peru and Bolivia, small proportions of gold and silver are found in association with the ore. The mineral is shipped in the raw state, as concentrates, bars and ingots, and from two works in the refined electrolytic form. Copper export forms an important part of the work of such nitrate ports as Antofagasta, Tocopilla, and Mejillones.

The Chile Exploration Co., Chuquicamata (Antofagasta), and the Braden Copper Co., owners of the Teniente Mine, Rancagua, are

the two largest concerns and produce about 85 per cent. of the whole. The Anaconda Co. has large mines and works at Chañaral. The Potrerillos works of the Andes Copper Mining Company are large and new.

The production in 1928 was 270,000 tons, 30 per cent. more than had ever been produced previously.

Iron exists in the provinces of Coquimbo, Atacama, Valdivia, Cautin, Santiago, Aconcagua, and Valparaiso. Both hematite and magnetite are worked. The phosphorus content is low, and the ore yields some 67 per cent. Deposits are worked at Tofo (Coquimbo), and the output is shipped from Cruz Grande, a port specially equipped for the traffic, by the Bethlehem steel interests. Manufacture of steel from this supply is beginning near Valdivia. Dutch and German interests are concerned in the new development of large deposits of ore at Algarobo near Caldera. Exports are now about 1,500,000 tons a year.

Chile is one of the few South American sources of **coal**, and the supplies of 1 to 1½ million tons per annum are obtained predominantly from the surroundings of Concepción and notably from Lota, Coronel, Lebu, Penco, Curanilahue, Collico, and Talcahuano, where the mines have the advantage of sea and railway transport. The principal, or Cousiño, mines near Lota are highly equipped and have a daily output of 2,000 tons. There are workings also near Valdivia and at Loreto, Magellan Territory.

Silver is mined at Serena and Taltal, where the output is about 300,000 oz. per annum. Silver and some gold occur as by-products of copper and are exported as contents of copper bars. Gold mining has been attempted near Valparaiso, Temuco and Coquimbo, with the aid of hydraulic machinery, but not with satisfactory financial results.

Manganese is worked about 50 miles from Coquimbo, and near the same port are the only considerable **lead** mines.

Molybdenum occurs near Valparaiso and in Tacna province, and at Vallenar, Santiago, and Coquimbo. The main deposits are at Campanani, near Arica.

Other minerals found in Chile include lead, aluminium, plumbago, manganese, bismuth, cobalt, saltpetre, potassic salts, mercury, lime, apatite, mica, zinc, kieselguhr, and clay.

Sulphur of high grade is worked at Coquimbo, Atacama, Antofagasta, and Arica, and is exported to neighbouring Republics. The northern deposits are the more important, and seven of the principal properties in Tacna and Antofagasta provinces are credited with an aggregate reserve of 5½ million tons. The average annual production is some 10,000 tons.

Borax is of great importance, and Chile supplies half of the world's consumption from the Ascotán deposits, those at Chilcaya being held in reserve. About 30,000 tons are produced annually.

Common salt is found abundantly, but only the domestic market is supplied. The Punta de Lobos deposit is extensive.

INDUSTRIAL DEVELOPMENT.

Industrial establishments have increased greatly in numbers since 1914. The protective policy of the Government, although without direct advantage to the primary industries of mining and agriculture, has made secondary and other industries remunerative. The more important of them employ Chilean products as raw material, and enjoy in that way an advantage which is to some extent offset by the scarcity of skilled labour. An important part of the wool clip is converted locally into woollen and worsted cloth. The cotton industry is large and the silk trade considerable. The tanneries have an annual output of leather estimated at £3 millions, and they supply the numerous boot factories. Furniture making and woodworking accounts for about £4 millions per annum. Wood pulp and paper are produced from Chilean lumber. The cement output is nearly 90,000 tons annually. Explosives are manufactured on a large scale at Calama for the service of the mining industry. Brewing for home and export is an important business. Sugar-refining, glass-making, soap, hat, and tobacco manufacturing are all considerable businesses. Railway trucks are now built on a large scale for the national railways. Steel manufacture is beginning at Corral. Electricity is generated on a large scale for power and other purposes in stations supplying Valparaiso and Santiago. The working of large deposits of marble in Cambridge Island has begun.

There are nearly 8,000 manufacturing establishments throughout the Republic, with an estimated output of £33,000,000.

Foreign Capital :—Some £82 millions of British capital invested in Chile are quoted upon the London Stock Exchange, chiefly in Government, railway, and nitrate securities. A recent estimate placed British investments as a whole at £97,000,000.

United States capital has been invested upon an especially large scale in Chile, and the total is computed (1929) at £69 millions.

FOREIGN TRADE.

—	Exports.	Imports.	Total.	Balance.
	£	£	£	£
1928	49,148,580	29,241,350	78,389,930	+ 19,907,230
1927	42,242,000	26,825,000	69,067,000	+ 15,417,000
1926	41,363,000	32,316,000	73,679,000	+ 9,047,000
1925	46,969,000	30,584,000	77,553,000	+ 16,385,000
1924	45,110,000	27,244,000	72,354,000	+ 17,866,000

NATIONAL DEBT.

At December 31, 1928, the direct indebtedness was :—

EXTERNAL	$2,168,569,671
INTERNAL	$288,757,871
Indirect Public Debt :—	
EXTERNAL	$932,213,638
INTERNAL	$30,213,500

There is a **British Chamber of Commerce** in the Republic of Chile (Incorporated), Valparaiso, Calle Blanco, No. 1019, with branches at Concepción, Talcahuano, and Magallanes (Punta Arenas).

Internal Communications :—The roadways complete or in construction extend some 30,000 miles and are especially good in the central valley from Santiago to Temuco, where they serve in conjunction with the Longitudinal Railway. The road and bridge system is being extended southwards to Puerto Montt in the interests of mechanical transport; and in the nitrate fields. Road construction, in the official view, is of greater importance than railway extension and large sums are being devoted to road making.

The State or Longitudinal Railway, extending nearly 2,000 miles north and south, has branch lines of about 1,200 miles. In all, the various railways have a mileage of some 5,600.

CURRENCY AND MEASURES.

The currency was re-established upon a gold basis on January 11, 1926, with the **peso** (=6d.) as the unit. The law providing for changes in the coinage of the country became effective in November 1928. This law creates two gold coins, one of forty pesos and the other of twenty pesos. Both are 900 grs. fine. The silver coins are of one and two pesos, 720 fine. Also there are nickel coins of five, ten, and twenty centavos.

The **metric** system is obligatory, all other measures being excluded by law. Local use is made of the Spanish quintal, which equals 46 kilos, or 101·41 lb.

PUBLIC HOLIDAYS.

January 1	New Year
——	Good Friday
——	The Ascension
May 21	Battle of Iquique
——	Corpus Christi
June 29	SS. Peter and Paul
July 1	Bank Holiday
August 15	The Assumption
September 18	National Independence Day
September 19	Army and Navy Victories
October 12	Discovery of America
November 1	All Saints' Day
December 8	Immaculate Conception
December 25	Christmas Day
——	Day of a Presidential Election

THE PRESS.

SANTIAGO daily papers :—" El Mercurio," " La Nación," " El Diario Illustrado," " Las Ultimas Noticias," " Los Tiempos," " La Tarde," " El Diario Oficial," " El Chileno."

VALPARAISO daily papers :—" El Mercurio," " La Union," " La Estrella," " El Heraldo,"; weekly : " The South Pacific Mail " (English language); monthly : " Caminos y Turismo " (official organ, Asociacion de Automovilistas). Local newspapers are numerous.

POSTS AND TELEGRAPHS.

Inland letters within the Province, 10 centavos per 20 grammes; outside the Province, 15 centavos per 20 grammes; inland book post, 5 centavos per 50 grammes; sample post, 30 centavos per 50 grammes. Chilean newspapers posted by their publishers—free.

Outward **mails** are dispatched: (i) via Buenos Aires and the Andes; (ii) by Pacific Steam Navigation Line, via Panamá, at intervals; and (iii) via United States. Correspondence for Magallanes, unless specially addressed, is dispatched via Buenos Aires.

Postage, 2½d. first ounce, 1½d. each ounce after. Letters from the United Kingdom dispatched via France by air mail require additional stamps at the rate of 3s. 6d. per half ounce.

Ordinary **telegrams** (Spanish), 12 centavos per word; urgent telegrams (Spanish), at triple rates. Telegrams in code or foreign languages are charged triple rates.

About 18,000 miles of telegraphs, with 367 offices, are owned by the State. Other telegraph lines amount to 4,500 miles. The telephones are in the hands of private companies.

There is a chain of **wireless** stations at Arica, Antofagasta, Coquimbo, Valparaiso, Talcahuano, Punta Arenas, and Juan Fernandez. The numerous other subsidiary stations are in intermittent work.

Broadcasting has been taken up with energy, and the high-power transmitting stations include those of the Radio Chilena Corporation and of three newspaper offices in Santiago and one in Concepción. Communication has been established between stations in Great Britain, Australasia, Brazil, and the United States.

Official Time: The 24-hour system is in use. On August 31 clocks are advanced by one hour and are changed back on March 31.

CHILEAN LEGATION IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (3 Hamilton Place, W.1.)	Envoy Extraordinary and Minister Plenipotentiary	Antonio Huneeus.
	Counsellor of Embassy ..	Luis Renard.
	First Secretary	Carlos Nieto del Rio.
	Commercial Counsellor ..	Jorge Buchanan.
	Air and Military Attaché	Cap. Andres Sosa.
	Naval Attaché	Com. Alberto Obrecht.
	Commercial Attaché ..	Santiago Monk.
	Financial Delegate ..	Hipolito Serruys Gana.
Liverpool .. .. .. (325 Tower Buildings, Water Street.)	Consul-General for the United Kingdom.	Alberto Phillips.
	Chancellor	Miss E. D. Preston.
London .. .. .. (7 Union Court, E.C.2.)	Consul	Vicente Echeverria.
Glasgow	Consul	Dr. Tomás de la Barra.
	Vice-Consul	Sta. Olga de la Barra.
Cardiff	Consul	Alberto Porter.
Belfast	Consul	Alejandro Bulloch.
Newcastle-on-Tyne ..	Consul	Santiago Vicuña.
Dublin	Consul	Dr. W. F. Starkie.
Sheffield	Consul	Maj. A. B. H. Clerke.
Newport	Consul	Sir John W. Beynon, Bart.
Hull	Consul	Sta. Ines Ortuzar.
Plymouth	Vice-Consul (Hon.) ..	E. G. Hathaway.

BRITISH LEGATION AND CONSULATES IN CHILE.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Santiago ..	Envoy Extraordinary and Minister Plenipotentiary.	Sir Archibald J. K. Clark Kerr.	—
	First Secretary ..	W. St. C. Roberts, M.C.	—
	Comml. Secretary ..	E. Murray Harvey, O.B.E., M.C.	—
Santiago ..	Vice-Consul ..	Thomas C. Sargent, M.B.E.	
Antofagasta ..	(M) Consul ..	B. H. Fry ..	
	Pro-Consul ..	G. Clarke ..	Provinces of Antofagasta, Atacama, Tacna, and Tarapacá.
Iquique ..	Vice-Consul ..	C. B. Madge (Act.) ..	
Arica ..	Vice-Consul ..	J. M. Allison ..	
Caleta Buena	Vice-Consul ..	T. W. Pye	
Pisagua ..	Vice-Consul ..	John B. Howden ..	
Caldera ..	Vice-Consul ..	D. J. MacKenzie ..	
Mejillones ..	Vice-Consul ..	A. B. G. Gubbins ..	Provinces of Antofagasta and Atacama.
Taltal ..	Vice-Consul ..	Alfred H. Charles ..	
Tocopilla ..	Vice-Consul ..	Charles Wesley Nicholls.	
Valparaiso ..	(M) Consul-General	Constantine Graham	
	Vice-Consul ..	H. C. Sillery Vale ..	
	Pro-Consul	H. J. Mundy ..	
Coquimbo ..	Vice-Consul ..	H. J. Metcalfe, (Act.)	
Concepción, Lota and Coronel.	Consul	Edward Cooper ..	Republic of Chile, with the exception of the Provinces of Tacna, Tarapacá, Antofagasta, and Atacama.
Osorno ..	Vice-Consul ..	S. Smith	
Magallanes	(M) Vice-Consul ..	J. Bowering	
San Antonio	Vice-Consul ..	Geo. T. Shepherdson	
Talcahuano, Tomé and Penco.	Vice-Consul ..	A. E. Cooper ..	
Temuco	Vice-Consul ..	G. H. Caistor ..	
Valdivia and Corral.	—	H. Allen	

Information for Passengers.

Passengers for Chile are required to call in person at a Chilean Consulate for visa of their passports. Three small photographs are required and letters from two responsible persons in their own country. Forms supplied by the Consulate have to be filled in triplicate, and these call for the names and addresses of two persons in Chile and known to the applicant.

First- and second-class steamer passengers are required to state the reason or purpose of their journey. Third-class passengers have to furnish evidence of ability to follow their employment, trade, or profession. A medical certificate of freedom from chronic, contagious, or incurable disease is necessary. Evidence of good conduct issued by a Justice of the Peace is required. In the case of British subjects Chilean Consuls dispense with a police certificate.

Chilean subjects need to produce their Cards of Identity.

Foreigners returning after absence from Chile may receive special consideration in the absence of certain of the documents.

Passengers touring South America and visiting Chile for only a short space of time are absolved from the need of producing the certificates enumerated above, but not from filling the application forms or furnishing the specified photographs. This special visa is obtainable through the offices of the principal shipping companies.

The Chilean Sanitary Authorities require passengers to show proof of vaccination within the previous ten years before permitting disembarkation. It is advisable that health and vaccination certificates signed by a doctor should be countersigned by the Medical Officer of Health for the district.

Duty upon Baggage :—Ship captains are bound, under Chilean law, to require from passengers a written declaration showing all articles included in their luggage which are not covered by the definition "baggage" (equipaje) of the Chilean Customs Tariff, and which are consequently not entitled as such to duty-free admission.

Guidance for Commercial Travellers.

Registration in the first town called at is legally compulsory if Commercial Travellers intend to remain in the country 10 days or longer. Registration in Valparaiso and other of the larger towns is made at the "Oficina de Identificacion."

Licences are required for each separate Department visited, and are obtainable at the Municipal Offices of the chief town of the Department.

Fees, being cost of licences, are payable, although it is understood that payment is not strictly enforced.

The sum is leviable half-yearly, and travellers intending to remain six months or less are liable to one-half the amounts quoted.

Samples must be registered at the Custom House of entry and either a deposit or a bond must be given for the amount of any duty chargeable. To avoid difficulty in obtaining a refund or cancellation of the bond, the following procedure should be followed :—

1. A certificate should be obtained when leaving the previous country to the effect that the samples had been cleared from there.
2. This certificate should be shown to the Chilean Customs when declaring the samples on entry into the country and fixing the bond.
3. Notice of intention to remove the goods from the country should be given at the point where the traveller intends to leave Chile, and the corresponding certificate of re-embarkation obtained.
4. Upon entering into the next country a certificate that the said goods proceeding from Chile have been received should be obtained and returned to the Chilean Custom House where the certificate of re-embarkation was given, and the bond could then be recovered.
5. These operations should be performed by responsible representatives or reliable Custom House Agents.

THE CHILEAN LAKES.

An Itinerary.

In the Chilean Lake District the mountains, if less lofty than in the northern and central regions, are still majestic. The area may be defined as the Central Chilean valley southward from Temuco to Puerto Montt. The lake system culminates in the large and picturesque Lake Llanquihué, of some 600 square miles.

The train ride from Santiago to Osorno (592 miles or 952 kilometres) occupies 24 hours.

The trip can be made in daylight, occupying three days, leaving Santiago upon one of three days in the week, arriving on the evening of the same day at Concepción, from which there is a daily service via San Rosendo to Valdivia. An overnight stay in that place is made and Osorno is reached in four hours the next day. After another overnight stop Puerto Varas upon Lake Llanquihué is reached in little over two hours on the train.

There follows a suggested itinerary from Puerto Varas to San Carlos de Bariloche (about 300 kilometres), crossing Lakes Llanquihué, Todos Santos, and Nahuel Huapi.

First Day. **Puerto Varas Ensenada.** Dep. 7 a.m. by steamer over Lake Llanquihué. Arr. 11.30 a.m. Luncheon is served at the hotel ($3.50) and immediately after luncheon departure is made by motor-bus for the port 18 kilometres distant, where a steamer awaits the arrival of the bus. From **Puerto Petrohué** departure is made by steamer over Lake Todos Los Santos for a three hours' journey to **Peulla,** arriving about 4 p.m. The Hotel Peulla has a capacity for 90, and provides dinner and lodging. Motor launches are available for excursions on the Lake and several day excursions can be made from this centre, e.g. to Cayatue and Rio Blanco.

Second Day. **Peulla** is left by coach or automobile for a run of 20 kilometres to **Casa Pangue,** the journey from here to **Puerto Frias** being done on horseback. From here the lake is crossed by launch to **Puerto Alegre.** The stage to **Puerto Blest** is done by motor, whence a steamer upon Lake Nahuel Huapi (Argentina) leaves for **San Carlos de Bariloche.**

Hotels at Bariloche :—Suizo, Parque, Italia (Pension $10 M/N.) (Pension $8 Argentine.)

Passages by the Express Service need to be booked five days in advance. Tourist Agent, Otto Schroers, Puerto Varas, Casilla Correo No. 86 (Telegrams "Turismo," Puerto Varas); and Exprinter, Valparaiso, and Santiago. The fare for the journey is $636 Chilean (exclusive of meals and hotels) single. The quotation is a maximum.

Other excursions can be arranged from Puerto Varas, including one by steamer to Puerto Octay. There are three train departures weekly from Puerto Varas for Temuco, and return to Santiago may be made via that town, Talca, and Constitución.

CHILEAN PATAGONIA.

The Magellan Territory, together with various archipelagos, forms the most southerly part of the South American continent, the apex of an inverted triangle. Taking an imaginary line from this apex and extending it northwards towards the base of the triangle, it gives Argentine Patagonia on the east and Chilean Patagonia or Magellan Territory, as it is known politically, on the west. The territory has a colonial form of government.

The Territorio de Magallanes comprises 260,000 square kilometres or 66,192 square miles. The island of Tierra del Fuego alone has an area of 48,000 square kilometres, 28,000 of which belong to Chile, and the remainder to the Argentine Republic, the dividing line being a perpendicular north and south between longitudes 68° and 69°. The territory stretches from the Taitao Peninsula at 47° south latitude, and includes all the archipelagos which follow to the south down to Cape Horn (Cabo de Hornos) at 56° south latitude, together with the western portion of Tierra del Fuego. A new administrative area known as the Aysen territory has been formed, comprising 60,000 square miles, from the River Yelcho in the north to beyond Mount Humboldt in the south.

Over 10,000,000 acres from 52° south latitude to about 47° south latitude are unexplored. The territory is very sparsely inhabited, the total population being about 40,000, of which about 30,000 are near Magallanes. About one-third of the population is foreign, chiefly Yugoslav, Spanish and British. The native Indians are a rapidly dwindling race.

PHYSICAL FEATURES.

The topography of Chilean Patagonia is varied. The land is undulating, hilly, mountainous, wooded and well watered by lakes and swamps, whereas Argentine Patagonia is a flat table-land, bare of trees, but well watered in parts.

The islands are little known and uninhabited except by a few Indians, mountainous, with dense woods intersected by grassy tracts.

The island of Tierra del Fuego has tracts of flat grass land covering an area of millions of acres. Forest country backed by mountains rises to a height of over 8,000 feet. About three and a half million acres of land are exploited for sheep farming.

The temperature and climate vary considerably, and Magallanes (Punta Arenas) is probably the most favoured spot. Whilst the low-lying districts near the coast do not get much snow, farther inland and on the high ground snow lies for many months of the year and very low temperatures are experienced. In Tierra del Fuego, during the summer months, the average temperature varies between 58° F. and 45° F., and in winter from 35° F. to 46° F.

The mean temperatures according to observations taken over a period of thirty years are: Summer average, 51° F.; Winter average, 35° F.

The summer months are December, January, and February,

when rains are frequent, although it is not uncommon to have a spell of several weeks of dry weather during this season. For three months of the year snow covers the country, except those parts bordering the sea. The country is more or less impassable, except on horseback, owing to snow and swollen torrents.

Strong, cold, piercing winds are experienced throughout the year and particularly during the spring, when they reach a velocity of 70 to 80 kilometres per hour. The winds are very dry, and the ground dries in an astonishing manner; their effect is beneficial in drying the country, but detrimental in preventing the growth of the crops, which can only be cultivated in sheltered spots.

Towns :—The only town of size is Magallanes (formerly known as Punta Arenas). Puerto Natales and Ultima Esperanza have each about 3,000 inhabitants. A highway is in construction from Magallanes to Puerto Natales and to Puerto Montt.

In Chilean Tierra del Fuego the only town is Porvenir, with a district population of some 2,000, largely from Jugoslavia.

The chief **ports** are :—Magallanes, Puerto Natales, Puerto Porvenir, Tierra del Fuego; and Puerto Harris, Dawson Island, Puerto Bories, Puerto Rio Seco, Puerto San Gregorio, Puerto Sara.

THE BRITISH COLONY.

Over one-fifth of the developed land in the Territory belongs to British subjects. At least half the senior staff of the commercial and industrial concerns, as well as a quarter of the working shepherds, are British. Ninety per cent. of the large sheep farms are managed by British subjects, chiefly Scotch. One Chilean sheep farming company, which is entirely British managed throughout, employs over 2,000 men, of whom about 500 are British, working in different capacities from general manager down to shepherds.

Amongst the British colony's local institutions are :—The British Club, known as The British Association of Magallanes; The Overseas Club (Branch); The Benevolent Society; The Mission School; The British Legion (Branch); The Preparatory School, with 98 pupils; The Anglo-South American Bank, Ltd. (Branch), established in 1894; "The Magellan Times," published by Señor Arturo Riesco M.

NATURAL RESOURCES.

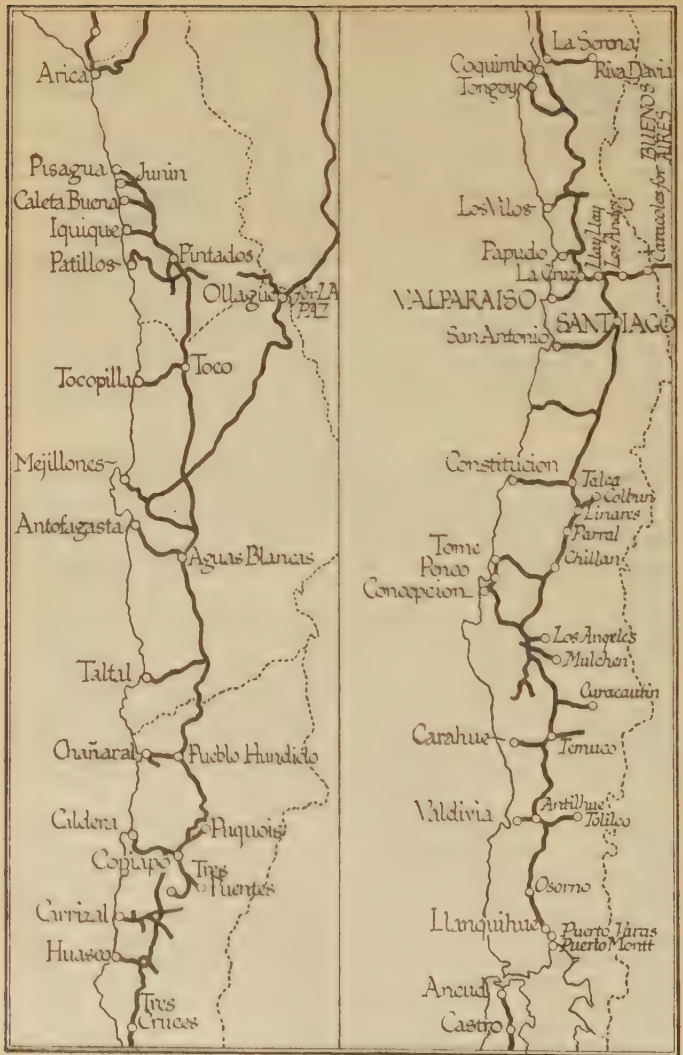
The only **industry** of importance is that of sheep breeding and its by-products : wool, frozen meat, canned meat, fat, and sheepskins.

The standard type of **sheep** bred in Magellan Territory, Tierra del Fuego, and Southern Patagonia is the Romney Marsh cross merino. The "Corriedale" has been extensively imported. The number of sheep in the region is estimated at three million head.

There are six large frigorificos : Rio Seco, Puerto Sara, Punta Arenas, Bories, Puerto Natales, and Tres Puentes; not all in operation.

During 1928, frozen meat to a value of £554,000 and wool to a value of £1,464,000 were exported.

Cattle are raised on the Argentine side. A small business is done in sealskins.



THE CHILEAN RAILWAYS.

Poultry-farming is carried on, and one farm yields 600,000 eggs and 20,000 chickens a year. The hay and potato crop are steadily increasing in size. State **lands** have been leased hitherto by private arrangement, but by decree of 1927 are only to be obtained in future after a public auction.

The total production of **timber** amounts to between twenty and thirty million square feet. The export to the Argentine, in normal times, is about half the above-mentioned quantities. The most important sawmill is that of the Sociedad Ganadera Gente Grande, on Dawson Island.

Coal, or **lignite,** is worked at the Loreto mine, close to Punta Arenas, by the S.A. Menendez-Behety; the Cia. Carbonifera de Magallanes have a mine west of Loreto; the Cia. Minas de Carbon de Rio Verde work coal upon Riesco Island, and there is a Three Brothers' mine on Skyring Water, owned by V. and A. Kusanovic, of Punta Arenas.

Alluvial **gold** exists in Tierra del Fuego and other districts and was worked spasmodically for some years. Marble of fine quality has been discovered on islands north of Punta Arenas.

A small dockyard has three slipways capable of taking ships up to 1,500 tons. It works in conjunction with an iron and brass foundry (managed by British engineers) with repair shops for machinery.

A **wireless** station exists at Magallanes, and another is being erected at Ultima Esperanza, adjoining the Freezer at Puerto Bories, one mile from the village of Natales.

RAIL ROUTES IN CHILE.

Valparaiso—Santiago :—Trains start in Valparaiso (see p. 225) from the Puerto Station and arrive in Santiago at the Alameda or Mapocho Stations. The journey is some four hours. The line is electrified. The main stations and distances are :—

Valparaiso (Puerto)— Kilometres.		Kilometres.	
2	Barón.	43	Limache.
9	Viña del Mar.	57	Quillota.
13	El Salto.	68	La Calera.
22	Quilpué.	94	Llay Llay.
31	Peña Blanca.	186	Santiago (Alameda or Mapocho).

Santiago—Buenos Aires :—The journey across the continent from Santiago to Buenos Aires occupies 34 hours; or in the contrary direction 38 hours. Descriptive details are given under the heading "The Transandine Journey," see "Argentina."

The following shows the altitudes in metres, and the distances from Santiago.

	Altitude Metres.	Kilometres from Santiago.
Los Andes	834	149
Caracoles	3,185	218
Frontera	3,205	220
Las Cuevas	3,150	224
Mendoza	767	398
Buenos Aires	Sea-level	1,444

Santiago—Talcahuano :—A daily express in each direction does the journey in 11½-12 hours, leaving the Alameda Station in Santiago and stopping at the following junctions: Rancagua, Pelequén, San Fernando, Curicó, Talca, Linares, Parral, Chillán, General Cruz, San Rosendo, and Concepción.

Santiago—Iquique :—A fairly comfortable train service with restaurant and sleeping cars connects Santiago, Valparaiso, and Iquique. Early application for places on the trains is advisable and should be made to the Compañia Trasportes Unidos, Calle Estado Esq. Alameda, Santiago, or Av. Brasil Esq. Pudeto, Valparaiso. The journey covers four days.

The following are the chief stations en route, with train distances from Santiago :—

Kilometres.		Kilometres.	
118	Calera.	1,147	Pueblo Hundido.
189	Cabildo.	1,427	Aguas Blancas.
316	Illapel.	1,533	Baquedano.
485	Ovalle.	1,629	Antofagasta.
593	Serena.	1,687	Toco.
811	Vallenar.	1,857	Pintados.
985	Copiapó.	1,954	Iquique.

Trains departing on Saturday mornings arrive at Iquique on Wednesday morning.

Nitrate Railways : Iquique—Pisagua.

Daily trains run in both directions, Sundays excepted, performing the journey in about eight hours. The stations and distances from Iquique are :—

	Kilometres.		Kilometres.
Las Carpas	31	Santa Catalina	141
Huemul	40	Dolores	147
Central	47	Zapiga	151
Pozo Almonte	71	Nivel	170
Huara	103	Pisagua	201
Negreiros	123		

On the Lagunas branch from Central the stations are as follows :

Central	47	Pintados	98
La Noria	54	Buenaventura	124
San Antonio	62	Lagunas	142
Gallinanos	75		

New Railway Projects:—A new transandine railway joining Antofagasta with Salta, in Argentina, has been projected, to provide an outlet for the produce of a region in Argentina with an area of 400,000 square kilometres and a million inhabitants. Antofagasta is distant only 794 kilometres from Salta, and Antofagasta is within 4,562 miles of San Francisco.

Schemes have received sanction for railways giving access to Argentina; one from Lanco (Valdivia Province), on the Longitudinal Railway to Lake Panquipulli, with a further section to Lake Pirihuaico and a third to the Hualiam Pass (involving two lake steamer crossings). A line to be undertaken by the State is to connect Curacautin with a projected extension of the Argentine Great Southern Railway's Bahia Blanca-Zapala branch. Expenditure has been sanctioned upon extensions of the Iquique-Pintados railways

serving the nitrate works. Work has started on a new branch line from Loncoche (North of Valdivia) to Villa Rica.

Arica—La Paz:—The Ferro-carril de Arica a La Paz, a State Railway in two sections respectively owned by the Chilean and Bolivian Governments, connects the port of Arica with the Bolivian Railway at Viacha; for details see page 136.

Antofagasta—Buenos Aires:—Trains leave Antofagasta on Tuesdays and Saturdays and run via Uyuni, La Quiaca and Tucumán, reaching Buenos Aires on Sundays and Thursdays (4 days). Sleeping and dining cars are provided.

Antofagasta ..	Tues.-Sat.	Atocha ..	Thurs.-Mon.
Dept. 19.50		La Quiaca ..	Fri.-Tues.
Caloma	Wed.-Sun.	Tucumán ..	Sat.-Wed.
Allague	Wed.-Sun.	Buenos Aires ..	Sun.-Thurs.
Uyuni	Wed.-Sun.	Arr. 9.45	
,, ...	Thurs.-Mon.		

Opposite direction:—

Buenos Aires	Tues-Sat.	17.00
Antofagasta	Sun.-Thurs.	6.23

Fares, Antofagasta:—B.A., 1st class, £13 18s. 11d.; Board, £2 12s. 4d.; making a total of £16 11s. 3d.

Excess Luggage:—£7 6s. 8d. per 100 kilos; 50 kilos are allowed free.

Antofagasta—La Paz:—For a more descriptive account of the route see page 137, "Bolivia." Appended is a list of the stations, distances, and altitudes on the main line of the Antofagasta and Bolivia Railway Company.

Stations.	Altitude, feet.	Distance, miles.	Stations.	Altitude, feet.	Distance, miles.
ANTOFAGASTA (Chile)	—	—	Polapi	12,375	212
Playa Blanca ..	197	2	Ascotán	12,976	225
Sargento Aldea ..	968	6	Cebollar	12,234	242
La Negra	1,339	12	San Martín	12,113	256
Portezuelo	1,818	18	Ollagüe (Chile) ..	12,126	272
O'Higgins	1,808	22	CHIGUANA (Bolivia)	12,067	293
Uribe	1,880	29	Julaca	12,034	321
Prat	2,228	37	Rio Grande	12,001	340
Latorre	2,569	44	Uyuni	12,008	380
Cuevitas	2,930	52	Chita	12,287	410
Baquedano	3,327	60	Rio Mulato	13,487	446
Cerillos	3,819	68	Sevaruyo	12,231	473
El Buitre	4,039	73	Huari	12,136	498
Carmen Alto ..	4,216	76	Challapata	12,165	505
Salinas	4,400	80	Pazña	12,139	529
J. S. Ossa	—	82	Poopó	12,165	541
Peineta	4,491	83	Machacamarca ..	12,149	560
Central	4,537	85	Oruro	12,126	575
Maipú	—	88	Soledad	12,188	594
Unión	4,639	89	Eucaliptus	12,218	615
Placilla	4,694	91	Silencio	—	626
Solitario	4,823	96	Lomitas	12,254	639
La Noria	5,046	101	Patacamaya	12,418	652
Sierra Gorda ..	5,325	106	Ayo-Ayo	12,690	665
Cochrane	5,666	112	Calamarca	12,959	679
Cerritos Bayos ..	7,027	124	Vilaque	—	685
Calama	7,431	149	Ingavi	12,690	690
Cere	8,665	168	Viacha	12,644	702
Conchi	9,892	186	LA PAZ	11,909	716
San Pedro	10,574	194			

THE ARAUCANIAN INDIANS.

The Araucanians were never really conquered, and 100,000 pure Indians still remain in the neighbourhood of Temuco, calling themselves "Mapuchés," meaning "people of the land." Many Chilean families are proud of the Araucanian blood which flows in their veins. The men are of good physique, and of medium height.

In September, when the independence of Chile is celebrated, entertainments are organized, and prizes are offered by the Government. On these occasions the men play a game like hockey, called "la chueca." Bent sticks are used, and the ball must be driven past a small tree at each end of the course to score goals.

Indian dancing, which forms a feature of the entertainments, consists in shuffling round in a circle shoulder to shoulder, the while intoning on two notes, also played on wooden instruments. Army manœuvres as understood by the Indians are rehearsed. Speeches are made in the native tongue, and a banquet of roasted horses and maize cider is provided. Wine and spirits are drunk, often to excess.

The disorders of the body are treated by "machis," or medicine-women, and there are usually two "machis" in attendance. Each has a drum consisting of a wooden basin about 24 in. in diameter with a piece of hide tightly stretched across the mouth, and a number of little bells like those on a baby's rattle. The drum is struck and the bells rattled to frighten away the devil. The "machi" wears a red shawl. Her house is marked by a post 8 ft. to 10 ft. high with steps cut into it. Tied to the post is a large branch of the sacred tree of the Mapuchés—the canelo—and a sheepskin is often spread on this. The "machi" climbs to the top of the post and flings herself headlong to the ground, as part of the curative practice. A basin containing blood from a sheep is sometimes placed at the top of the post as an offering to their god.

Another ceremony to placate their deity is performed after the "machi" has summoned a number of the Indians by beating her drum. She walks backwards round the post beating her drum and shaking her bells, followed by a young man covered with the skin of a sheep just killed. Others follow, a man blowing a horn, a woman shaking a rattle, and about a dozen men, women, and children all chanting and occasionally giving vent to a shout of exultation.

For many years the South American Missionary Society has had a hospital at Temuco, and dispensaries at other places which Indians readily visit, as they find the "white machi" gives quicker and better results than their own medicine-women. Superstition is prevalent, and a person wearing dark gloves is thought to have dead hands.

Although living in one part of the country only, the Araucanians mingle freely with the Chileans. It cannot be said that they are confined to reservations, though efforts are made to protect Araucanian land-owners whenever they are in danger of victimization.

COLOMBIA

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

Estb.

1862

British Trade with Colombia

On reading about Colombia in this handbook you will learn that the country's trade has greatly increased, and there is every reason to believe that it is still increasing. This augurs well for the future of the country and for foreign trade.

Realising that British business houses are participating in this increase and still more are likely to extend their connections to Colombia, this Bank offers special facilities through its branches and agencies established in the principal cities of the country.

* * * * * * *

Among other services rendered the export trade are: effecting commercial introductions, issuing confidential status reports, and supplying up-to-date information on markets, tariffs, etc. In the latter instance a Monthly Review in English or French is given free on application.

BANK OF LONDON & SOUTH AMERICA LIMITED

6, 7 & 8 Tokenhouse Yard, London, E.C.2

Manchester: 36 Charlotte Street **Bradford: 33 Hustlergate**

Affiliated to Lloyds Bank Limited

Branches and Agencies in Colombia, Brazil, Argentina, Chile, Uruguay, Paraguay, France, Belgium, Portugal, and the United States of America. Agents throughout the World.

COLOMBIA.

Colombia has ports both upon the Atlantic and Pacific coasts and is more usually approached upon the eastern side through Cartagena or Puerto Colombia (the port for Barranquilla).

Cartagena is one of the most interesting towns in South America, and the entrance to the harbour up the narrow, winding channel is a sight to be remembered. The same forts are to be seen that gave way before the furious onslaught of Drake, and so little changed that the visitor may easily imagine himself back in the days of the pirates and buccaneers of the Spanish Main. The town was founded by Pedro de Heredia in 1533, and stands on a sandy peninsula at the foot of a hill. The white houses of the city appear to rise out of the sea, like the tourist palaces of Venice. Nature has protected it by reefs and the notorious Salmedina sandbanks.

The houses, generally well and solidly built, have balconies, and the lower windows are barred in Spanish fashion, and all have their cool-looking patios. The population is 86,500.

The harbour was once gained by two bocas or mouths, the Boca Grande (the Big Mouth), near the town, and the Boca Chica (or Narrow Mouth), some miles farther south. After an attack by Admiral Vernon in 1740 the Spaniards closed the Boca Grande by sinking old ships, and round these sand has collected, effectively blocking the entrance. Only Boca Chica is available for navigation. Entering the harbour by this narrow strait, Fort San José is on the right, and on the left the derelict Fort San Fernando on Tierra Bomba Island. The steamer goes for six or seven miles along a tortuous passage past the mangrove-covered shores of Tierra Bomba; and comes alongside a wharf on Drake's Spit, where Sir Francis Drake and his men passed to the attack on Cartagena in 1585.

A light railway runs along this spit of land to the terminus outside the city walls. Across the open space outside the main gateway is the terminus of the Cartagena (Colombia) Railway Company, Ltd., whose line runs to Calamar, a port on the Magdalena river. Between Calamar and Cartagena an arm of the river is now canalized to allow of the free passage of steamers from up-river ports. A pipeline brings oil from Barranca Bermeja to the docks (350 miles).

LANDING :—Alongside the wharf. Passengers are conveyed to the city by rail; fare 5 cents.

HOTELS :—Americano, Washington.

EXCURSIONS :—By carriage to Manga, Pie de la Popa, Espina and Cabrero, 2 hours.

The following drive can be recommended: To the fortress of San Félipe, and the foot of La Popa Hill, across the bridge to Manga Island, over the Roman Bridge, through Calle Aguada and Calle

RAIL AND RIVER ROUTES IN COLOMBIA.

Larga, and to the market and Independence Square. A visit to the Muralla de las Bovedas, the wall beyond the city, reveals the elaborate nature of the old fortifications. A new motor road enables a visit to be paid to the summit of La Popa.

BUILDINGS OF INTEREST :—Palace of Inquisition; Cathedral; San Pedro Claver Church; Santo Domingo Church; San Félipe de Barajas Fort; La Popa Castle; The Tombs; Archbishop's and Government Palaces.

DEPARTURE :—For Barranquilla can best be made by sea, or, in the dry season, by motor-car (6 hours). Daily trains run to Calamar connecting with river steamers. An air service is maintained with Barranquilla.

Puerto Colombia, the port for Barranquilla (distant 17 miles), has little to commend it to visitors. It is a collection of huts on a sandy shore, at which ocean steamers discharge their passengers and goods. The feature of interest is the steel railway pier of the Barranquilla Railway and Pier Company, Limited, 4,000 feet long, which can accommodate four large steamers at once.

Barranquilla, a busy city of some 139,500 inhabitants on the left of the Magdalena River, is distant about 7 miles from the river mouth. The chief port of the country with an especially large business in coffee, it is the principal clearing point for the Magdalena Valley, and it transacts one-half of the foreign trade of the country. The trade winds moderate an otherwise torrid climate. There is a handsome Cathedral, and in front of it a small statue of Columbus, from whom Colombia takes its name. The market and the wharves are interesting to inspect.

The journey by boat and train from Barranquilla to Bogotá occupies nine or more days and costs £16–20. The air mail passenger-carrying service is performed by seaplanes leaving daily (Sundays excepted) for Girardot, where the train is joined. Fare, $200 single, $350 return; baggage extra.

HOTELS:—Pension Inglésa ($4-6); Moderno ($4-6); including meals; Café Inglés; Hotel del Prado.

RIVER STEAMERS :—Three or four times weekly up the Magdalena River; an express steamer to La Dorada (600 miles) leaves weekly.

AIR SERVICE :—To Girardot (for Bogotá) and intermediate points daily.

British Consulate :—Calle "El Comercio."
U.S.A. Consulate :—Calle 20 de Julio.

Buenaventura, the most important Pacific port, the entrepôt for a rich valley, stands on an island in the bay. It is reached easily from Panamá by steamer (348 miles), and is distant from Bogotá 343 miles. The third port in importance, it is used for the export of coffee, gold and platinum, and in seasons of drought upon the rivers

becomes a more considerable alternative to Barranquilla and Cartagena. The terminus of the Pacific Railway system, it is destined eventually to be linked by rail with Cartagena. Port improvements are in progress. Population 10,000.

HOTELS :—Valle, Europa, Estación.

RAIL :—Connections are open southward 108 miles to Popayán, and northward to Armenia, Cartago, and Manizales. Bogotá is accessible from Armenia by motor-bus along the new highway to Ibagué where the train to the capital is joined.

Bogotá, the capital of the Republic, stands on a plateau 8,560 feet above sea-level with high mountains surrounding it. Despite the equatorial situation the climate is cool; average temperature, 50° Fahr. It is visited by heavy rains March-May, and rains are frequent in Sept.-Nov. Although handicapped by the conditions of transport to the coast, the city is of large commercial importance and serves as a distributing point to the great tableland. The population (1928) is given as 235,400. The city was founded in 1538, and enjoys some repute as a centre of intellectual and cultural activities. An extensive municipal improvement scheme has been adopted, and the highways serving the surroundings are being improved. The new road between Armenia and Ibagué has reduced the journey from Buenaventura to Bogotá from nine to four days. The Plaza Bolívar with its statue of the great liberator forms the centre. The Presidential residence, Congress buildings, Cathedral, University, and National Library are of interest. Interesting glimpses are obtainable of Indian life and costume in the public market.

HOTELS :—Regina, Ritz, York, Imperial, Pacifico, Metropolitan, Atlántico, Cote; $4–8 room and meals.

CLUBS :—Gun Club, Jockey Club, Anglo-American Club, Country Club (golf and tennis), Magdalena Sports Club (tennis).

INDUSTRIES :—Wool weaving and spinning, cement and brick making, leather, beer, and matches.

RAIL :—To Facatativa and Girardot; to Chiquinquirá (96 miles north); to Sibate (25 miles south-west).

British Legation :—Calle 24, No. 37.
U.S.A. Legation :—Carrera 7A, No. 802.

ROUTE TO BOGOTÁ.

Passengers for Bogota disembarking at Puerto Colombia take the train to Barranquilla, distance 17 miles, cost of journey $1.00 Colombian. From Barranquilla the journey is continued by steamer up the Magdalena River to La Dorada, about 600 miles distant. The time varies according to the class of steamer; the express steamer usually takes 6 days on the trip. Considerable delays may occur in seasons of drought.

From La Dorada the voyage is continued by train to Beltrán, on the Upper Magdalena, distant 69 miles. At this point change is

made to a vessel of shallower draught, which takes some 12 hours to reach Girardot and presents few comforts.

From Girardot the last part of the journey is completed by train, in about 7 hours; trains leave early in the morning and Bogotá is reached about 2.30 p.m. The railway ascends in zigzags from a point 700 feet above sea-level to over 8,000 feet. The charge is $5 per passenger from Girardot or $15 from Beltrán, with 50 kilos of luggage free. Five cents per kilo is charged on excess luggage.

Several companies run steamers from Barranquilla and there are three or four dispatches a week. The express boats leaving on Monday and Friday evenings are ordinarily well filled, and the slower intermediate steamers often offer quite as much comfort.

The journey can alternatively be made by hydroplane to Girardot, whence Bogotá can be reached by train in seven hours; the complete journey from Barranquilla being made in two days, in comparison with ten days by the ordinary route. Machines leave Barranquilla daily, Sundays excepted.

[For the new train and bus route from Buenaventura via Armenia and Ibagué, see Buenaventura. For further information upon the air route see page 284].

OTHER TOWNS.

Aguadas, midway between Manizales and Medellín, and accessible by road from either, is the centre of a population of about 30,000. Panamá hats are made, sugar and coffee are grown, and gold and silver are mined.

Arauca, a town of about 4,000 inhabitants, on the south-eastern frontier, stands on the river of the same name, opposite to the Venezuelan town El Amparo. It has a custom house.

Armenia, situated in the centre of the coffee growing district, has a population of some 32,000. It is reached from Ibagué by the fine new motor road, which links Bogotá, the capital, with the port of Buenaventura.

Barranca Bermeja, upon the Magdalena River, about 15 miles above Puerto Wilches, is a centre for the production and refining of petroleum. A pipe-line conveys the local oil to the docks at Cartagena. A motor road of 100 miles is in construction to Bucaramanga.

Beltrán is the terminus of navigation on the Upper Magdalena. Passengers from up-river to the coast join the Dorada Railway for 70 miles, and from Dorada take steamer for Barranquilla.

Bucaramanga, capital of the Department of Santander del Sur, stands in the centre of a rich coffee-growing district, some 2,850 feet above the sea. It has cigar and cigarette factories and has a population of 44,400. The mean temperature is 90° Fahr.; the rainfall about 63 inches.

The route from Barranquilla is up the Magdalena to Puerto Wilches, from which point a railway is under construction; or

alternatively by the new motor road (100 miles) from Barranca Bermeja. There is a regular air-service between La Gomlz (on the railway), and Bucaramanga.

HOTELS :—Central, Continental.

Buga, 75 miles north of Palmira and upon the Pacific Railway, an old Colonial city of about 31,841 inhabitants, important in the trade of the Cauca Valley, is a centre for sugar, coffee and cacao. Elevation 3,280 feet.

HOTEL :—Cauca.

Calamar, on the Lower Magdalena, at the mouth of the canal from Cartagena (66 miles), is the terminus also of the railway from that port. The population is about 10,000, making the town one of the most important of its district.

Cali, the chief commercial town in Western Colombia, is advantageously placed in the Cauca Valley about 105 miles east of the port Buenaventura, and 3,400 feet above sea-level. The capital of Valle Department, founded 1536, it is a centre both of culture and of commerce, with some 125,000 inhabitants. The Pacifico Railway connects Cali with the port and the interior, southwards to Popayán and northwards to Armenia, Cartago and Manizales; Bogotá can be reached in 2 days by the new motor road.

HOTELS :—Majestic, Europa, Alferez Real.

Cartago, upon the Pacific and Caldas Railway, 216 miles from Buenaventura, stands on a tributary of the Cauca River, and is served by the river port, La Fresneda. Cocoa, coffee, tobacco, and cattle are the produce of its district. The town has 22,000 population.

Cúcuta, capital of the Department of Santander Norte, near the Venezuelan frontier, ranks among the most elegant of Colombian cities. Founded in 1734, and rebuilt after the earthquake of 1875, it is of considerable commercial importance, and the seat of a custom house. Population, 50,300. The Carretera del Norte leading to Bogotá is in course of reconstruction as a motor highway. The motor road from Cúcuta to Maracaibo is completed and in service. The town may be reached by steamer up the Zulia River from Maracaibo (Venezuela) to Puerto Villamizar, thence by rail.

HOTEL :—Inglés.

El Banco, on the Magdalena River, about 260 miles from Barranquilla, is a port of call for river steamers, and one point of departure by mule for Ocaña. The Cesar River from the Sierra Nevada joins the Magdalena near this point.

Facatativa, some 80 miles from Girardot, and 25 from the capital, elevation 8,270 feet, is the connecting point of the Sabana and Girardot Railways.

Girardot, on the Upper Magdalena in the Department of Cundinamarca, possesses a rail connection with Bogotá (about 7 hours' journey). It is a halting-place on the route from Barranquilla to the capital, and the point at which the Barranquilla hydroplane service makes connection with the trains to the capital. It has a

population of 24,000; an altitude of about 1,000 feet; a heavy rainfall and warm climate. Coffee and hides are the principal products; large cattle fairs are held in early June and December.

HOTELS :—San German, Suiza.

Honda, at the junction of the Magdalena and Guali Rivers, is 21 miles by rail from La Dorada and 81 from Bogotá. The Falls or Rapids near by separate the Upper and Lower Magdalena. The town is an old Spanish settlement, surrounded by hills and with picturesque narrow streets. The population is about 12,000.

HOTELS :—America, Edison.

Ibagué, capital of Tolima Department, and west of the Magdalena River, is an old-fashioned and picturesquely situated town of 54,000 inhabitants, about 112 miles west of Bogotá. It is served by rail from Girardot, and is to be connected with Armenia (Pacific Railway) and the port of Buenaventura by a line now under construction. The gap is at present traversed by motor and horse transport.

HOTEL :—Europa.

La Dorada, on the Magdalena River, an important place in river transport, is 613 miles from Barranquilla, and 109 from Puerto Berrio by river. A railway, built to avoid the rapids, runs to Ambalema (70 miles) for Beltrán. Steamers from Barranquilla, which take about eight days up-river, occupy three days on the down-river journey.

Magangue, a town of 9,000 inhabitants on the Magdalena and Cauca River, is a port for the savannahs of Bolívar, and a centre of the sugar industry.

Manizales, capital of the Department of Caldas, is of importance in the coffee trade. It has an altitude of 7,000 feet, an especially equable climate, and a heavy rainfall (140 inches). The population is some 85,200. The city is connected by direct train service in 12 hours with Buenaventura by means of the Caldas Railway to Cartago and thence by the Pacifico line. The passenger route from the Atlantic coast via La Dorada and Mariquita is continued from the point last named by mule; a motor road is in construction. Cargo goes by aerial ropeway direct from Mariquita.

HOTELS :—Europa, International, Caldas.

Medellín, capital of the Department of Antioquia, and the second city of the Republic, is reached via the Magdalena River and rail from Puerto Berrio. Hitherto the break in the rail service between Limón and Santiago has been spanned by motor-car, but the tunnel through the Quiebra Mountains was opened for through traffic between Medellín and Pto Berrio in 1929. The town has nearly 121,000 population, an altitude of 5,051 feet, and a summer-like climate. The chief industrial mining and coffee centre of the country, it has over 40 factories producing cotton and woollen fabrics, cigarettes and cigars, hats, crockery, glassware, and matches.

There are Schools of Mines and Engineering, electric light, power and tramways, modern theatres, and golf, polo, tennis, and football grounds. The city has been called with some justice the "Manchester of Colombia."

HOTELS :—Europa, Continental, Bristol, Wilson, Atlántico.

CLUBS :—Union, Campestre, Medellín.

Mompós, an old town in the Department of Bolívar, with a population of about 16,000, is reached by river steamer from Cartagena or Barranquilla. Cattle farming and tobacco growing are the industries of its district. The Colegio de Pinillos is famous throughout the country as a seat of learning.

Ocaña, 3,820 feet above sea-level, in the Department of Santander del Norte, has a population of 21,200. It is in a coffee and cacao district and is served from Barranquilla. The route from the Magdalena River is by mule or ropeway from Gamarra.

HOTELS :—Santander, Ocaña.

Orocue, on the River Meta, is a customs station visited by Orinoco river steamer from Ciudad Bolívar (Venezuela).

Palmira, in the Department of Valle, is reached by rail from Buenaventura (144 miles) via Calí. It stands on a plain, the Llanos de Malajana, 3,000 feet above sea-level. Good tobacco is grown in addition to coffee, cacao, rice, sugar and grain.

Pasto, capital of the Department of Nariño, stands upon a high plateau (8,400 feet) in the extreme south-east of the country. The population is chiefly Indian and some 40,000 in number. There are gold mines in the neighbourhood.

In travelling to Pasto, river steamers can be taken from Tumaco along the coast and up the Patía and Telemba Rivers as far as Barbacoas. After two days of mule transit the remaining 60 miles can be covered by motor-car. A railway to Tumaco is under construction.

HOTEL :—Central.

Pereira, in Caldas Department, 228 miles by rail from Buenaventura, is a considerable centre of the coffee and livestock industries. It is connected by motor road with Calí (150 miles) and with Quindio and Riosucio. Population 53,500.

HOTEL :—Paris.

Popayán, capital of the Department of Cauca, is 84 miles from Calí, on a tributary of the River Cauca, and 5,700 feet above sea-level. Gold, silver, platinum and copper are found in the vicinity. The population is 30,000. The town was founded in 1536, it stands at the foot of the Puracé Volcano, and is a centre of academic and ecclesiastical activity. There is rail connection with Buenaventura via Calí.

HOTELS :—España, Popayán.

Puerto Berrio, the river port, some 500 miles from Barranquilla, serves the rich province of Antioquia and the town of Medellín. The point is reached alternatively by river steamers or hydroplane.

Rail is taken for Medellín, through the new tunnel between Limón and Santiago, opened in September 1929. The locality is one of lagoons and swamps, into which modern improvements are being introduced.

HOTEL :—Magdalena.

Puerto Caldas, on the Cauca River, is the head of a short railway connecting at Cartago with the Pacific system, and leading to Manizales (70 miles).

Puerto Wilches, some 390 miles from Barranquilla on the Magdalena River, is the terminus of a railway in course of construction to Bucaramanga.

Rio Hacha, a small town, but one of the oldest in the country, is the capital of the Padilla province, and stands on the Atlantic coast near the base of the Goajira peninsula, about 100 miles east of Santa Marta. The roadstead is open and shallow, and landing is effected in canoes from the Barranquilla local steamers. There are pearl fisheries, and the place is in close trading relation with Curaçoa. Maguey fibre, vegetable ivory, dividivi and rubber are collected. The town has a custom house.

Santa Marta, the capital of the Department of Magdalena, stands at the mouth of the Manzanares River, about 110 miles from Cartagena. It serves a rich banana district, and is important as a centre of the operations of the United Fruit Company. It is connected by local steamer with Barranquilla and by rail with Ciénaga and Fundación. The deep bay affords safe anchorage, and steamers come alongside the wharf. The town has a history of 400 years, and a close connection with Bolívar the Liberator, whose home is open to inspection. Population 17,000.

HOTEL :—Park.

Tumaco, some 200 miles from Buenaventura, is the second and most southerly Pacific port. The River Patía joins the sea about 25 miles northward and steamers from that river bring down produce from Barbacoas and Southern Nariño. Tumaco stands upon an island, and ships anchor in face of the town. It is in steamship connection with Buenaventura and Panamá. The climate is unfavourable, with an average temperature of 78° Fahr. Copper, cacao, tobacco and vegetables are shipped. The Nariño Railway in course of construction towards Pasto promises to increase the importance of the port.

HOTELS :—Central, Club Tumaco.

Zipaquirá, with 10,000 population, centre of a rich cattle-farming district north of Bogotá, is connected with the capital by the Del Norte Railway. Rock salt is mined on a large scale upon the outskirts of the town.

PHYSICAL FEATURES.

Colombia, in the extreme north of the continent, with land frontiers abutting upon Panamá, Venezuela, Brazil, Peru and Ecuador, has an area estimated at 440,846 square miles. There are coastlines of 641 miles upon the Caribbean Sea, and 468 miles on the Pacific.

Mountainous over the greater part, the **mountain system** falls into three distinct ranges, the Eastern, Central, and Western Cordilleras. The first comprises four sections: Miraflores, Sumapaz, Cocuy, and Negra. It attains its highest altitude in the Sierra del Cocuy, about 16,000 feet high; Tama and Cachirí peaks are 13,126 and 13,780 feet respectively.

The Central and Western Cordilleras contain the imposing Nevada de Herveo (18,340 feet) and the Tolima peak (18,400), Colombia's highest mountain. Several of these are volcanic. The Choco range—as the Western Cordillera is sometimes styled—attains its highest point in the gold-bearing Cerro Tarra (12,600 feet).

The loftier Sierra Nevada de Santa Marta, on the north-eastern coast, belongs to a different mountain system, and at one point attains over 16,000 feet.

The chief **river** is the Magdalena, exceeded in length only by the Amazon, Orinoco, and La Plata. It is more than 1,000 miles long, navigable for over 930 miles, and joined by five hundred tributaries. It flows between the Eastern and Central Cordillera, and is joined 200 miles from the sea by the Cauca from the valley of the Western Cordillera. The river emerges from the valleys into the broad tropical plain extending to the north coast.

The river system affords about 2,500 miles of navigation, constituting the chief means of communication. The following are the chief navigable rivers:—

	Miles.	Outflow.
Magdalena	1,020	Caribbean Sea.
Cauca	810	Magdalena.
Atrato	342	Caribbean Sea.
Sinú	252	,,
Patía	270	Pacific Ocean.
San Juan	180	,,
Mira	72	,,
Caquetá	1,320	Amazon.
Putumayo	840	,,
Napo	630	,,
Río Negro	600	,,
Guaviare	810	Orinoco.
Meta	660	,,
Arauca	480	,,
Zulia	120	Lake Maracaibo.
Catatumbo	180	,,

The course of the rivers to the sea is broken by falls, one of which, upon a tributary of the Magdalena, ranks with the greater waterfalls of the world. Tequendama Falls, upon the Bogotá or Funza River, are 17 miles from Bogotá and set in an amphitheatre of forest-clad

hill sloping to the edge of a rock-walled gorge. Above the escarpment the river contracts to 20 yds. or 30 yds. in width; the sheer fall is 443 feet.

Every variety of **climate** is to be found, from the tropical conditions of the coast to the temperate and cold climate of the mountains.

The eastern and mountainous parts are the most populated, and here the climate is temperate or cold. The hot regions are the deep valleys of the Patía and Magdalena Rivers, the Pacific coast Department of Choco and the low lands southward to the frontier of Ecuador. There are no regular seasons common to the whole country. Summer is understood to be the dry season and winter the wet season, and as a rule these alternate about every three months, but in the northern and eastern portion the rains last as long as six months. In the Choco district on the Pacific it rains in the afternoon and evening all the year round.

An official estimate for 1928 gives a total **population** of 8,000,000. Pure Indians form about 7 per cent. of the population, pure negroes about 5 per cent., and the remainder consists of pure white or mixed races.

Departments.	Population.	Capital.	Population.
Antioquia	1,017,041	Medellín	121,000
Atlántico	240,077	Barranquilla	139,500
Bolívar	457,111	Cartagena	86,500
Boyacá	657,167	Tunja	15,169
Caldas	604,037	Manizales	85,200
Cauca	238,779	Popayán	30,626
Cundinamarca	1,031,474	Bogotá	224,200
Huila	183,337	Neiva	23,864
Magdalena	211,395	Santa Marta	22,067
Nariño	340,765	Pasto	40,304
Santander Sur	604,037	Bucaramanga	44,427
Santander Norte ..	330,501	Cúcuta	50,300
Tolima	328,812	Ibagué	53,674
Valle	526,006	Cali	125,000
Intendencias :—			
Chocó	91,383	Quibdó	24,722
Meta	34,071	Villavicencio	4,736
San Andres y Providencia	5,953	San Andrés	5,953
Territories	157,081	—	—

GOVERNMENT.

The **constitution** took its present form in 1886. The Republic consists of 14 Departments (subdivided into 796 Municipalities), which enjoy partial autonomy and elect their local legislatures. The whole is under the control of a President elected by popular vote for four years, who is supported by Ministers appointed by him. The Parliament consists of a Congress of two Chambers, the Senate (34 members) and the House of Representatives (92 members),

who are elected by popular vote, the latter every two years and the former for the Presidential term. For political purposes the State is divided into 17 electoral districts, each of which elects six representatives, with the exception of two that each elect four and two others that each elect three. The Intendencies and Commissaries are administered directly by officials appointed by the Executive. The Congress, composed of the two Houses, meets at Bogotá annually on July 20th. There is at present a modified form of minority representation and a tendency towards further developing this ideal. The Departmental Governors, the Intendentes and Comisarios are directly appointed by the President.

The national **religion** is Roman Catholicism. There are four archbishoprics, viz., Bogotá, Cartagena, Medellín and Popayán.

There is complete freedom for other religious creeds which do not contravene Christian morals or the Law. The Church has control, so far as direction and supervision goes, of practically all the national or partly national secondary schools; and several religious corporations have wide powers in respect of religious teachings.

The standing **Army** consists of 6,000 men.

PAST PRESIDENTS (SINCE 1900).

J. M. Marroquin	1900
General Rafael Reyes	1904
General González-Valencia	1909
Dr. Carlos E. Restrepo	1910
Dr. José Vicente Concha	1914
Marco Fidel Suárez	1918
Jorge Holguín	1921
General Pedro Nel Ospina	1922

PRESIDENT.

Dr. Miguel Abadia Mendez (1926–1930).

MINISTRY.

Foreign Affairs	Carlos Uribe C.
Public Works	Rafael Escallón.
Interior	Gabriel Rodriguez Diago.
Industry	José A. Montalvo.
War	—
Education	José V. Huertas.
Finance	Francisco de P. Pérez.

A COLOMBIAN CALENDAR.

1499. Alonso de Ojeda visits Cape Vela.
1501. Rodrigo Bastidas explores the coast from Riohacha to the Isthmus of Panamá.
1502. Columbus arrives at Colombia.
1519. City of Panamá founded.
1524. Francisco Pizarro explores the Colombian coast.
1525. Rodrigo de Bastidas lands at Santa Marta, where he establishes a settlement.
1528. The Emperor Charles V grants colonial concession to the German Welsers.
1533. Pedro de Heredia appointed Governor. Founds the city of Cartagena.
1538. Various defeats of Chibcha Indians. City of Bogotá founded.
1564. Spaniards proclaim New Granada a Presidency.
1596. Porto Bello invaded by Drake.
1610. Tribunal of the Inquisition established.
1668. Porto Bello invaded by Morgan.
1713. Great Britain granted exclusive privilege of importing African slaves. Treaty of Utrecht provides commercial concession to the English.
1728. Foundation of the Compañia de Guipuzcoa.
1739. Kingdom of Granada formed into a Vice-Royalty.
1767. Jesuits expelled.
1810. Colombia proclaims its independence of Spain.
1819. Simon Bolívar's victory at Boyacá.
1825. Independence of Colombia recognized by Spain.
1830. Death of Bolívar.
1831. Ecuador secedes from the Colombian Confederation.
1843. President Alacantara Herran reforms the Constitution.
1850. President Lopez carries out the law suppressing slavery.
1861. Mosquera Revolution.
1871. New Granada rechristened Colombia.
1878. Boundary dispute with Costa Rica settled.
1883. Boundary dispute with Venezuela submitted to Spain for settlement.
1885. Abortive revolution. Seventh constitution promulgated.
1886. New Constitution promulgated.
1899–1902. Civil War.
1903. Panamá asserts its independence of Colombia.
1919. Colombia joins the League of Nations.
1921. Colombia recognizes Panamá as an independent State.
1922. Frontier treaty made with Peru.
1925. Diplomatic relations with Ecuador broken off.
1926. Low water, Magdalena River.
1927. American loans for railway construction.
1928. Boundary dispute with Brazil settled.

NATURAL RESOURCES.

Agricultural Products :—Colombian coffee is of the mild type, resembling the Central American rather than the Brazilian variety, and is cultivated chiefly by smallholders. The Department of Antioquia (Medellín district) has most trees and produces generally the most highly prized qualities. Next in importance rank Caldas (Manizales district), Cundinamarca (Bogotá), Santander del Norte (Cúcuta), Tolima and Santander (Bucaramanga). On a much smaller scale the crop is grown also in El Valle, Magdalena, Cauca, Nariño and Huila Departments.

Coffee culture is the principal industry and is carried on upon "fincas," generally 3,500–7,000 feet above the sea. A yield of about 2½ lb. per bush is normal, and the best Medellín coffee, known as "Excelso," commands the highest price in the market. Two crops of berries are taken annually in the Medellín district: the main crop in December–March, and the second or "traviesa," of about one-third the size, in June–August. Repeated transhipments on

the way to the coast burden the profits of the crop, and labour costs three to four times the pre-war average.

The quality is jealously guarded, and importation of seed from other countries has been forbidden since June 1923. High prices are realized for the article upon the international market, and the economic prosperity of the country is chiefly dependent upon this crop. The exports in 1926 were 2,454,242; in 1927, 2,528,826; and in 1928, 2,800,000 bags of 60 kilos.

The cultivation of **bananas** is, and has been for the last 30 years, the principal agricultural industry of the Santa Marta district. The United Fruit Company owns about one-half of the banana estates, and the rest are in private hands. Numbers of trees were lost by hurricane in 1927. Over 10,300,000 bunches were exported in 1928. On the average of recent years about one-third of the bananas imported into the United Kingdom are Colombian in origin.

Tobacco, cultivated for local use in most parts of the country, is produced for export chiefly in the El Carmen district of Bolivár, in Santander, near Bucaramanga, and in Tolima, near Ambalema. A large part of the surplus goes to the French market or to the United States. The climate is especially favourable, and with due care high-class leaf can be grown. Cigars and cigarettes made from national tobacco are exported on a considerable scale. Quantities as high as 6,000–7,000 tons have been exported in the past, although latterly the amount has been under 2,000 tons.

Cotton is grown upon a small scale in most parts of the country, but on a commercial scale only in the Departments of Magdalena and Antioquía. The fibre is strong, but mixed in quality, with highly superior and inferior varieties growing side by side. A delegation from the International Federation of Spinners regards the Cauca Valley as the most eligible area for the extension of the culture. On the plateau 9,000–10,000 feet above the sea, a black soil is found resembling that of Texas, with a nearly constant temperature, a sufficient rainfall, and a fairly industrious population of 300,000, largely devoted to tobacco growing. The eastern part of Antioquía also offers prospects of good success.

Cotton is used by hand-spinners in country districts, and the supply coming to market does not suffice for the needs of the Colombian cotton mills.

The great **sugar** estate, Ingenio Central Colombia, at Sincerin, about 28 miles from Cartagena, is the largest in the country, and there cane grows without irrigation on about 15,000 acres. Small plantations have existed from immemorial times in many districts, and large undeveloped areas of suitable lands are available, notably in the Cauca valley.

The **tagua** or vegetable ivory nut, employed to make buttons, forms an important natural product. Groves of ivory-nut palms are found on the lowlands along both coasts and on the banks of the Magdalena, the Atrato, the Sinú and othe rivers. The very

good nuts from the Atrato region are shipped from Cartagena. The annual exports range from 4,000–6,000 tons.

Rubber trees of the Brasiliensis and Guyanensis type abound along the eastern rivers. The Magdalena and Atrato afford other sorts of rubber, balatá and chicle.

Cacao, indigenous to the country and abundant at the lower elevations, although comparatively little cultivated, was formerly an article of export and remains a source of potential profit.

Drugs.—The balsams of copaiba and tolu are collected on the lower Magdalena, and tolu derives its name from a small Colombian town. Sarsaparilla and ipecacuanha are two other drugs, to which may be added Winter's bark, vanilla, Tonka bean, castor-oil seed, cinchona, and curará. Gum copal, locally known as algarrobillo, occurs up the Carare River. Ginger is indigenous in the Valle Dupar.

Fibres :—Agave or sisal plants abound. Although systematic cultivation has not been undertaken on a large scale, Colombia produces enough fibre to satisfy the home demand for packing-sacks, rope, twine, and for the manufacture of the sandals (alpargatas) used by the poor.

The Fique fibre is extensively employed in the manufacture of coffee sacks. It grows wild, but plantations have been begun in the Department of Boyacá. The coffee-bag industry is protected by the tariff upon jute bags. Pita fibre from a plant of the pine-apple family is used to make fishing nets and proves very serviceable. There are large natural plantations in the Departments of Huila and Bovlía.

Silk is cultivated with some success around Bucaramanga, Manizales, and Popayán. The plantations near Bucaramanga are said to be the best. The Government have provided for the establishment of a school of sericulture. One advantage which the mulberry tree enjoys in Colombia is that production of the cocoons is practically constant and not seasonal.

Cattle, sheep, horses and mules represent a considerable proportion of the wealth of the country. Vast areas are suitable for grazing, and improved breeds of cattle have been introduced. The llanos of Eastern Colombia and the Cauca and Patía valleys have large possibilities. There are computed to be 10 million head of cattle in the country.

Meat sent to England from the modern frigorifico opened at Covenas, near Cartagena, has been graded as equal to second-grade colonial frozen beef. The plant is able to deal with 500 beasts a day, and has storage for 6,000 beef or 30,000 mutton carcases.

Throughout most parts of Colombia there is a great demand for good strains of horses and mules for transport.

Wheat and maize are raised in the higher lands. Primitive methods of agriculture have been general, and ploughing is little done except upon the plateaux.

Rice, a staple food, is cultivated upon a small scale near Cartagena and Calamar and in the western part of the country near Buga in the Cauca valley.

A great variety of **fruits** is found, including oranges, mangoes, pineapples, plums, quince and grapes.

Pearling is carried on by native divers on the north coast, and in especial off the Goajira Peninsula. Pearl banks exist also in the Pacific near Guapi. Pearling boats are licensed and limited in number, and the seasons of fishing are being regulated. The catch is marketed in Paris, and one-quarter of the proceeds go to the Government.

LANDS AND FORESTS.

Colombia has immense areas of untilled lands owned by the State and known as **baldíos.** They are State lands, or lands which must revert to the Nation in accordance with Art. 56 of the Fiscal Code. There are baldíos in all parts of Colombia and the largest areas are along the coasts (where ivory-nut is obtainable), over the Eastern llanos, covered with natural pasture, and in the region of the Amazon River, covered with rubber trees. The Nation cannot transfer these baldíos by sale, but is allowed to adjudicate them in perpetuity.

The area of the Colombian **forests** is computed at 150 million acres, of four main types: Mangrove woods on the Caribbean coast; dry, thorny forest on the Goajira Peninsula; tropical forest extending to 5,000 feet altitude along the course of the rivers; oak, pine, walnut, and willow forest on the higher lands. Little timber has been exported.

The price of **land** varies, but £1,000 would buy 2,000 to 3,000 acres in good climates. Near the large towns land is $100 to $200 per acre.

There are English and American settlers on farms and ranches in Antioquía, Vallé, Bolívar, and Magdalena, and German settlers on coffee estates and farms in Santander.

MINERAL WEALTH.

Emerald production is entirely in Government hands, and the chief mine or quarry is at Muzo, in the mountains north of Bogotá, in the crater of an extinct volcano. Veins of green quartz are broken up by pick and crowbar, the matrix is washed in a sluice and searched for gems. The Indian workers live in compounds and the gems are sold in Paris. The Coscuez and Cuincha mines are other emerald workings. Colombia is the largest source of emeralds, and has exported these stones for four centuries.

The Department of Antioquia and the mountains between the Cauca and Magdalena Rivers are rich in **gold,** and the deposits near the Marmato and Supía are reported to be especially valuable. Gold has been found near Neiva on the Upper Magdalena, and in the gravel of all the rivers flowing into the Pacific, where it is worked by mechanical dredgers. The annual production, formerly

£1 million in value, has been decreasing in quantity. The Central Bank purchases gold, and some £300,000 was exported alike in 1925 and 1926. Low grade ores are plentiful.

Silver is mined upon a smaller scale, and chiefly to supply the home demand for coinage and jewellery.

Platinum occurs with gold in the Chocó district, in the gravel of the San Juan River and its tributaries and in the basin of the Atrato River. The suspension of mining in Russia has made Colombia the chief source of this metal. The output of about 52,000 ounces per year, obtained chiefly by dredging, represented a value in 1926 of £936,000.

Copper ores are found in Santander, near Ocaña and Velez; in Boyacá, near Moniguica and Santa Rosa; and in Antioquia.

Practically all the **Coal** production of Colombia is from the Cali district, which includes the area in the Cauca River Basin and east of the Cordillera Occidental. All the important coal mines are near the city of Cali, where the production is estimated at 2,000 tons a week.

Salt mines and springs are abundant in Zipaquirá, about 30 miles from Bogotá. The deposits have been worked by the Government since the Colonial days, and the revenues from these mines amount to about $1,400,000 per year. Salt evaporated from sea-water is worked on the Caribbean coast.

Oil :—Indications of oil have been found upon the western side of the Andes. Exploration has been carried on upon the Venezuelan border and in the valley of the Sinu River. Production upon the commercial scale has been confined to the middle Magdalena, about 400 miles from the mouth, where developments have made petroleum second only to coffee as a source of national wealth.

The property of the Tropical Oil Company at Barranca Bermeja yielded 760,000 barrels in 1925, and the capacity of the pipe-line to Cartagena, initially of 30,000 barrels per day, has been enlarged to 50,000 to meet the needs of the increasing number of productive wells. A rapid increase in the output has followed, and in 1927 the quantity was 15,014,474 barrels, with 19,896,797 barrels in 1928 of which 18,101,435 were exported. The oil is a light one, yielding a high percentage of petrol.

INDUSTRIAL DEVELOPMENT.

Cotton spinning is carried on upon an important scale in Medellín, Barranquilla, Suaita, Samacá, and Manizales, and increasing proportions of the coarse cotton cloths worn by the working classes are manufactured in Colombian mills.

There are two modern woollen mills in Bogotá with spinning plant using locally grown wool and making cloth for the working classes, and a local industry in carpet-making from fique, or local hemp.

The extension of electric light and power plants in all important centres is one of the most notable of recent developments. Flour

milling, match, chocolate, cement-making as well as brewing, tanning and brick-making are carried on for local needs.

Panamá hats:—Hats are plaited mainly in the Departments of Caldas, Nariño, and Antioquia. The larger part of the export trade is with the United States, and at the highest the value has, in 1919, exceeded $1 million.

INLAND TRANSPORT.

The inland waterways afford the chief means of transport both for passengers and goods and constitute the highway to the ocean. Movement laterally from the valleys is made difficult by the mountains.

Several steamboat companies work regular services on the Magdalena River, from Cartagena and Barranquilla to La Dorada, and up the Cauca, from Cali to Cartago; on the San Juan, from Buenaventura to San Pablo; on the Patía and Telembi, to Barbacoas; on the Zuila, from Puerto Villamizar to the Venezuelan port of Maracaibo; and on the Meta, from Orocue to Ciudad Bolívar in Venezuela.

Magdalena River Services: The navigation of the Magdalena River divides itself into three stages:

1. Barranquilla—La Dorada (600 miles) by large steamer.

Among the ports of call on the Lower Magdalena are:

Calamar.	Gamarra.
Plato.	Bodega Central.
Zambrano.	Badillo.
Magangue.	Bocas del Rosario.
El Banco.	Puerto Wilches.
Tamalameque.	Barranca.
La Gloria.	Puerto Berrio.

2. Dorada—Beltrán (70 miles) by train to avoid the rapids.

3. Beltrán—Girardot by smaller steamer. From Girardot train may be taken for Bogotá.

On the Upper Magdalena service the principal ports are:

Ambalama.	Nariño.
Guataquí.	Upito.
La Vega.	

Air Services:—The delays of river transport are avoided by the use of aeroplanes maintained by "Scadta" (Sociedad Colombo-Alemana de Transportes Aéreos) and carrying passengers and mails. The regular services are:—

BARRANQUILLA—NEIVA, from the port en route to the capital up the Magdalena Valley with descents at Calamar, Magangue, El Banco, Gamarra, Puerto Wilches, Barranca, Bermeja, Puerto Berrio, La Dorada, and Girardot.

PACIFIC LINE, from Barranquilla to Buenaventura, calling at Cartagena, Sautatá, Quibdó, Istmina, Buenaventura. The line is now extended to Tumaco, and thence to Esmeraldas and Guayaquil (Ecuador), and Paita (Peru). There is a service from Buenaventura to Colón (Panama).

Overhead **ropeways** are in use for the conveyance of goods; that of the La Dorada Company, connecting Mariquita with Manizales, is the longest in the world. A new ropeway from Gamarra on the Magdalena River to Cúcuta on the Venezuelan frontier is in progress. The new ropeway, Villa Maria–Manizales, is in operation.

The **railways** are owned severally by the National Government, Provincial Governments, and private enterprises, and they function chiefly in connection with river transport. The engineering difficulties of work in the Cordillera have militated against the creation of a trunk system connecting the Pacific coast with the capital. Work upon this system is, however, proceeding.

The railway from Buenaventura is being steadily extended northwards towards Bogotá. Progress is being made with the railway from Cartagena across the plains to the borders of Antioquia; a line intended to form an integral part of a grand trunk Western Colombian line connecting the Caribbean with the Pacific Ocean as a prolongation of the existing Pacifico Railway. The North-Eastern system from Bogotá towards Bucaramanga has been opened to Chiquinquira, and the Tolima–Huila line, which will link the capital via Girardot with Neiva, is open to Natagaima.

Except in the neighbourhood of Bogotá good **roads** are scarce. Road construction is in progress, and highways are being made suitable for heavy motor traffic. The new Cambao motor road connecting the capital with the Magdalena River south of Beltráns is near completion, affording a new pass through the mountain. Eventually all the principal towns in Cundinamarca, Antioquia, Boyacá, Santander, and Tolima will be connected by good roads.

The Gran Carretera del Norte from the capital via Bucaramanga and Cúcuta to the Venezuelan border, and in use by motor vehicles for about 250 miles from Bogotá, is a highway of major importance. A beginning has been made on a roadway from Medellín to the Pacific, and a road from the oil wells at Barranca Bermeja to Bucaramanga is being constructed by the Tropical Oil Company.

Public Debt.

	Internal.	External.
June 30, 1925	11,781,683	18,293,585 pesos.
June 30, 1926	10,305,649	13,742,169 „
June 30, 1927	8,921,849	12,466,653 „

Imports and Exports :—

	Imports.	Exports.
1927	$118,894,000	$121,340,000
1928	126,229,150	116,602,747

British Capital :—Some £7,548,000 of British money has been invested in Colombia in railways, ropeways, and river steamers, mines and oil wells, factories, work and commercial enterprise, banking and Government bonds.

CURRENCY, WEIGHTS, AND MEASURES.

Currency :—The £1 has been made legal tender and the rate of normal exchange placed at 5 gold pesos, or dollars, to the £1.

1 centavo	100th part of 1 gold dollar.
5 gold pesos	£1.

The coins actually in circulation are as follows :—

Nickel coins ..	1, 2, and 5 cents.
Silver coins ..	10, 20, and 50 cents.
Notes	1, 2, 5, 10, 50, 100, and 500 gold pesos.
Gold	5 dollars, 2.50 dollars.

Weights and Measures :—The metric system is in general use, but the following measures are constantly found :—

1 vara cuadrada ..	.. ..	= 0·64 square metres.
1 fanegada	= 6,400 square metres	= 1·5808 acres.
1 vara Granadina ..	.. ..	= 0·80 metres.
1 cuadra	= 100 varas	= 80 metres.
1 legua (3 miles) ..	= 62·50 cuadras ..	= 5,000 metres.
1 cuarta	.. ..	= 0·20 metres.
1 pulgada (inch) ..	.. ..	= 0·025 metres.
1 arroba	= 25 libras	= 12·50 kilos.
1 libra	= 16 onzas	= 0·50 kilo.
1 tonelada	= 80 arrobas	= 1,000 kilos.
1 saco	= 5 arrobas	= 62·50 kilos.
1 carga	= 10 arrobas	= 125 kilos.

POSTS AND TELEGRAPHS.

The internal postal tariff for letters is 3 centavos per 15 grammes; and for printed matter 1 centavo is applied, according to the terms of the Hispano-American Postal Convention (signed in Madrid, November 13, 1920), to correspondence with Spain and South, Central and North American countries (excepting Canada, and possessions of European Powers on the American Continent).

On foreign letters the charge is 10 centavos per 20 grammes; and 2 centavos per 50 grammes upon printed matter. Outward letters from Great Britain cost 2½d. for the first oz., and 1½d. per oz. after.

Telegrams are 2 cents per word ordinary dispatches, 4 cents urgent, and 8 cents for "extraordinary," with preference over all others. Telegraphic communication is possible between all parts of the country.

Wireless messages from Bogotá (Morato Station) to Great Britain cost 59 centavos per word; to New York 45 centavos per word. There are wireless stations at Cartagena, Barranquilla, Santa Marta, Puerto Colombia, Bogotá, and important inland towns.

Cables from Great Britain to Buenaventura and Cartagena, 2s. 6d. per word; to all other points 3s. 2d. per word.

British letters for transmission by **air** in Colombia need, in addition to the ordinary foreign postage, British stamps at the rate of 1s. per half-ounce (letters and postcards) or 6d. per half-ounce (printed papers and samples), and require to be plainly superscribed "Air Mail."

PUBLIC HOLIDAYS.

The Feasts of the Church are observed and :—

July 20 : Independence Day.

August 7 : Anniversary of Battle of Boyacá.

October 12 : Anniversary of discovery of America.

THE PRESS.

The principal **newspapers** are :—

BOGOTÁ : "El Espectador," "El Diario Nacional," "El Nuevo Tiempo," "El Tiempo," "El Debate," and "Mundo Al Dia."

MEDELLÍN : "El Colombiano," "El Correo de Colombia," "La Defensa," "Colombia," and "Heraldio de Colombia."

BARRANQUILLA : "El Liberal," "La Nación," "Diario del Comercio," "La Prensa," and "El Porvenia."

CARTAGENA : "La Epoca," "El Diario de la Costa," and "E Porvenir."

MANIZALES : "La Patria," "Universal."

CALI : "Diario del Pacifico," "Relator," and "Correo del Canca."

COLOMBIAN LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (Park Lane Hotel, Piccadilly.)	Envoy Extraordinary and Minister Plenipotentiary	———
	First Secretary and Charge d'Affaires *ad interim*	A. Michelsen.
	Counsellor ..	.. Señor Jorge Garcés.
London .. .. .. (7 Sicilian Avenue, W.C.2.)	Consul-General ..	.. Dr. Alfonso Palau.
Bristol	Consul	.. Cesar Campo.
Cardiff	Consul	.. Cesar Campo.
Dundee	Vice-Consul	.. (Vacant.)
Glasgow	Consul	.. J. A. Carswell.
Hull	Vice-Consul	.. H. Lord.
Liverpool	Consul-General ..	.. Dr. Genaro Payán.
	Vice-Consul	.. Victor A. Delgado.
Newcastle-on-Tyne ..	Consul	.. (Vacant.)
Southampton	Consul	.. Agustin Uribe.

BRITISH LEGATION AND CONSULATES IN COLOMBIA.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Bogotá	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General.	E. St. J. D. J. Monson	Republic of Colombia.
	Vice-Consul	J. G. Lomax, M.C. ..	
	Archivist	J. C. Davies	
Cali	Vice-Consul	A. N. Donnet ..	
Honda	Consular Agent ..	Edward J. Hughes ..	
Medellin ..	Vice-Consul	C. M. Davidson ..	
Barranquilla ..	(L) Consul	G. Pycroft	Departments of Cauca, Bolivar, Magdalena, and Atlantico.
Buenaventura ..	Consular Agent ..	D. McKellar (Act.) ..	
Cartagena ..	Vice-Consul	C. S. Asbury (Act.) ..	
Pasto	Vice-Consul	S. V. Woodcock ..	
Santa Marta ..	Vice-Consul	G. H. White	

Information for Passengers.

All passengers require a passport duly viséd by a Colombian Consul in the country from whence they have come. In travelling via Panamá, an American visa is not necessary for passengers landing n the Canal zone, but a Panamanian Consul's visa is essential.

Vaccination certificates of recent date are obligatory.

Colombian regulations require all foreigners within five days of arrival in Colombia to register at the office of the local authority (in Bogotá, with the police). Registration fee 1 peso.

The maximum amount of personal luggage admitted free of duty is 150 kilos per adult; 75 kilos for children over ten years, or 50 kilos for younger persons. The maximum for immigrants is 500 kilos.

Guidance for Commercial Travellers.

Municipal licences solely are required to be taken out in most of the larger towns. In the larger towns the licence costs 40 pesos and is available for 30 days. A collector usually visits hotels, calling on travellers for payment. The majority of travellers do not put themselves down as salesmen but as "comerciante," and as such they are not taxed.

If samples can be put to industrial use or sold, import duty is leviable on them. Refund of duty, with a reduction of 25 per cent., can be obtained, provided that the samples are re-exported within one year. This refund is allowed provided that the entire shipment is re-exported.

A consular invoice is necessary, showing in detail a description of the samples and their weights in kilograms.

COSTA RICA

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

Armour's

STAR HAMS & BACON

Famous for their flavour and constant goodness, Star Hams and Bacon are the choice of the particular.

INTERNATIONALLY KNOWN

North, South, East and West—their reputation is firmly established and well known—and the name "Star" represents the buying guide to better foods.

ARMOUR and COMPANY

This firm can paint a liner between tying up and casting off. And any size paint job in between covering a hull and gilding a stateroom.

Naturally, a concern that can throw a hundred men into a job is amply covered for every type of accident without liability to the ship—and, naturally, such a concern knows how to operate without getting in the way of crew or passengers.

ANDREW SNOWDEN, INC.

PAINTING CONTRACTORS

Pier 62 North River, New York City, N.Y., U.S.A.

Limón, upon the Caribbean coast, the chief port of the country and the main means of access to the capital, has about 16,000 inhabitants. The head centre of the banana trade and the chief port for the shipment of coffee and produce, it is served by weekly steamers to Bristol, New York, New Orleans, Boston, and by fortnightly and other vessels to Europe. Cristóbal is some 12 hours' sail. The rail distance to San José is 102 miles.

The railway from Limón to San José skirts the coast for 10 miles, and the view from the train presents an almost continuous picture of the surf of breakers, appearing often through groves of graceful palms. The banana plantations are reached at Matina. The River Matina is crossed by bridge and next the Pacuare River. The railway follows later the course of the River Reventazon, leaving the tropical forest and leading past mountainside farms on which coffee, tobacco, sugar-cane, corn, and citrus fruits are grown. The Reventazon tapers to a stream 1,500 ft. below, broken by glittering waterfalls and fringed by wild ravines. An elevation of 5,000 ft. is attained within 90 miles. From El Alto, some 10 miles from the capital, the line descends about 1,000 ft.

HOTELS :—Europa, 30 beds, $3–4; Park Hotel, 30 beds, $3–4 (U.S. currency).

San José, the capital, has a regional population of some 51,000 and stands at an elevation of 3,816 ft. The climate is temperate, but cold in the evenings, the mean temperature being 68° F., with an annual variation of only 5°. Slight earthquake shocks are frequent. The capital is distant from Limón 102 miles, from Heredia 5½ miles, and Puntarenas 68 miles.

The architecture is a mixture of traditional Spanish and modern, cheek by jowl. The streets are well made, the sanitation is good, and small parks add much to the appearance of the city. The bright uniforms of the military and the coloured shawls worn by women diversify the streets, as do the ox-carts and the mounted milkmen. The National Museum contains rare pieces of ancient pottery. The Observatory and the National Opera House are two buildings of interest.

HOTELS :—Europa, 40 beds, $3–5; Continental, 20 beds, $2–3; Metropoli, 40 beds, $2–3; Gran Plaza, 30 beds, $4–6 (U.S. currency).

RAIL :—A train for Limón leaves San José daily at 9.30 a.m., arriving 3.50 p.m.; in the reverse direction a train leaves 9.40 a.m., and arrives at San José at 4 p.m.

The train for Puntarenas leaves the Pacific station daily at 9 a.m., and arrives at 2 p.m. In the reverse direction it leaves at 8.30 a.m., arriving San José 2.30 p.m.

There is a local service for Cartago and Heredia and Alajuela and other points, and also a frequent service of motor-buses to these towns and to many villages.

Cartago, the ancient capital, stands some 5,000 ft. above sea-level in a circle of mountains. It is about 12 miles from San José, on the Northern Railway Company's line to Port Limón, at the foot of Mount Irazú (11,200 ft.), a volcanic peak. Excursions can easily be made to the crater of Irazú, and upon a sufficiently clear day the traveller has an exciting view of the two oceans. Two days should be allowed, with an overnight stay at the National Sanatorium.

The population is 7,000. The city was founded 1553. It was destroyed by earthquake in 1823 and 1910, and severely damaged on other occasions. The present town may be considered as earthquake proof, being principally constructed of frame houses.

HOTELS :—Francés, 30 beds, $2–3; Canal, 30 beds, $3 (U.S. currency).

Puntarenas, a Pacific port of 8,000 population in the Gulf of Nicoya, is some six hours' train journey from the capital. Steamer passengers are brought ashore in small boats, but, on the completion of the new port works, large steamers may come alongside. The mean temperature is about 80° F., and from January to March it is much frequented by holiday makers for bathing and fishing.

Fortnightly calls are made by P.S.N. steamers from Panamá, and there is a fortnightly service with San Francisco.

A Government launch maintains a coastal service with Salinas Bay (Nicaragua) and intermediate ports in Guanacaste Province.

HOTELS :—Europa, 30 beds, $2–4; Imperial, 30 beds, $2–3 (U.S. currency). Accommodation difficult January to March.

Alajuela, the capital of the province of that name, is some 14 miles from San José. It is the centre of the sugar industry, has a population of about 8,500, and stands about 3,000 ft. above sea-level. The climate is even and the town is a midsummer (January-March) resort of residents of the capital. Juan Santa Maria, the patriot who fired the building in which Walker's filibusters were entrenched in 1856, is commemorated by a public statue.

Mount Poás is in the neighbourhood, and an excursion to the Volcanic Lake and its geysers is well worth while.

HOTELS :—Ramon Aguilar, El Perea.

Heredia, the chief town of the province of the same name, has a population of some 7,000. It is upon the railway between San José and Alajuela, about 6 miles from the capital, and it is the centre of the coffee industry.

HOTELS :—Central, Italiano.

PHYSICAL FEATURES.

Costa Rica means literally "Rich Coast," and it is seen to be rich by the tourist who lands from the steamer at Port Limón, where train is taken for San José, the capital, 3,816 ft. above the sea.

The most southerly of the five Republics of Central America, Costa Rica is bounded north by Nicaragua, east by the Caribbean Sea, west and south by the Pacific Ocean, and on the south-east by Panamá. The area is about 23,000 square miles. The population

is mainly upon the central plateau, of some 3,500 square miles. The country is mountainous, with numerous volcanoes. The Atlantic slopes are covered with dense forests, with large and fertile stretches of pasture and rolling downs on the Pacific side. The interior is traversed by two volcanic cordilleras, separated by the central plateau and forming a single watershed. The highest peak in the northern range is Irazú (11,200 ft.), whence both the Pacific and Caribbean are visible. The second is Turrialba (10,910 ft.). In the southern range Chiripo Grande attains 11,485 ft. There are sixteen rivers, and the San Juan, with a course of less than 100 miles, is the most important. It drains Lake Nicaragua, and has for tributaries the Sarapiqui and San Carlos. On the Pacific coast there are only small rivers, liable to sudden floods.

The **population** (Census 1927) is 476,069. Great tracts of country are uncultivated, although the State gives facilities for the purchase of land. The proportion of Spanish blood is more considerable than in most other Central American countries. Spanish is the universal language.

The **climate** is temperate. The mean temperature at 3,000 to 6,000 ft. ranges from 57° to 68° F. From the coast inland to a height of 3,000 ft. it ranges from 72° to 82° F. Above 7,000 ft. frosts are frequent. There are dry and rainy seasons, the former from December to April and the latter from that month onward.

A COSTA RICAN CALENDAR.

1530. Conquest by Spain completed.
1540. Becomes a province of the Viceroyalty of Guatemala.
1553. Cartago founded.
1666. Pirates raid the coasts.
1821. Costa Rica declares its independence.
1823. Civil war. Capital transferred from Cartago to San José.
1824–39. Costa Rica a member of the Central American Federation.
1841. Cartago severely damaged by earthquake.
1848. An independent Republic set up.
1854. Railway construction begun.
1863. Costa Rica joins Guatemala and Nicaragua against Honduras and Salvador.
1871. Constitution promulgated.
1885. A defensive alliance made between Costa Rica, Nicaragua, and Salvador against Guatemala.
1896. Adoption of the Gold Standard.
1897. Costa Rica joins the "Greater Republic" of Central America, of which Nicaragua, Honduras, and Salvador are members.
1898. Secedes from the "Greater Republic." Boundary dispute with Nicaragua settled by arbitration.
1900. Boundary dispute with Panamá settled by arbitration.
1909. Railway legislation introduced.
1911. Severe earthquake, Cartago. Gold Refunding Bonds issued.
1917. State interest on Refunding Bonds applied to service of Foreign Debts.
1922. Exchange Control Department opened.
1926. New Funding Loan issued in New York.

Aborigines :—The native Indians of Costa Rica are a dwindling number, and a missionary estimate places the number of Talamancans at 1,200. The Cabeceras, notorious for their superstitious character, cultivate their land communally. The Pribis, a small and non-gregarious tribe, seek the society of other tribes in preference to

their own. The very dark-complexioned Indians found south-east of Pico Blanco in inaccessible situations are unfriendly to strangers. Degeneration often accompanies contact with the white races, but many Indians return to their hamlets after a few years in town. They are monotheistic and practise a ritual of their own.

PAST PRESIDENTS.

Rafael Iglesias	1893–1902.
Ascensión Esquivel	1902–1906.
Cleto González Víquez	1907–1910.
Ricardo Jimenez	1911–1914.
Alfredo González Flores	1915–1917.
Federico Tinoco Granados	1918–1919 (August).
Francisco Aguilar Barquero	1919 (August) to 1920 (May).
Julio Acosta Gárcia	1920–1924.
Ricardo Jiménez O.	1924–1928.

PRESIDENT.

Cleto González Víquez	May 1928.

MINISTRY.

Foreign Affairs	Roberto E. Smyth.
Finance	Juan Rafael Arias.
Public Works	Arturo Volio.
Interior	Rafael Castro Q.
War, Marine and Police	Arturo Quiros.
Public Health	Solón Nuñez.

NATURAL RESOURCES.

Coffee and bananas, the chief commercial crops, account for about nine-tenths of the export trade.

Coffee, the chief crop, was introduced over a century ago, and its success in Costa Rica led to its culture in other Central American countries. The quality is mild and makes such appeal to English taste that half to three-fourths of the export is to the London market, where it commands top prices. Planting is the principal occupation, and many of the "fincas" are of large size, and under the stimulus of good prices production has increased. Shipment is made principally from Limón, and in part from Puntarenas. The export of the crop grown in 1927–28 is given as 286,802 bags, or an increase of 40,000 over the previous year.

A large **banana** trade is carried on from Limón or through Sixaola with Bristol, New Orleans, New York, and Boston. The crop constitutes about one-third of the national exports and has exceeded 11 million bunches per annum. Latterly the export has been about 8 million, and 7,307,858 stems were shipped in 1928. Given railway extensions to open new land, allowing exhausted soil to lie fallow for a period, the quantity should again increase.

Cacao of several varieties is indigenous and has been cultivated since the sixteenth century. More attention has been given to the crop, chiefly by the United Fruit Company, and the area under cacao has more than doubled since 1922. Except for a small quantity cultivated by artificial irrigation on the Pacific slope near

Puntarenas, the whole is grown on the Atlantic side in Limón, where 150,000 hectares are considered eligible, or five to six times the area at present cultivated. Cacao has replaced bananas on some estates, and the exports have been 1926, 5,320 tons; 1927, 3,429 tons; 1928, 4,137 tons.

Sugar, because of the increase in local consumption and the low rates obtainable in the foreign market, has not of late figured importantly among the exports.

The export of vegetables to the Canal Zone is important, and **pineapple** growing has been developed by the United Fruit Company. Shipments of pineapples to the U.S.A. amount sometimes to 5,000 crates a week.

The **timber** exported includes cedar, and the balsa wood, largely used for insulating purposes because of its light weight. Mahogany, rosewood, and other cabinet woods are exported.

Tobacco is planted on about 4,000 acres and is consumed locally as the quality is scarcely good enough for export. Beans, maize and rice are grown for domestic consumption.

Honey, mother-of-pearl and tortoiseshell are among the minor products of value and interest. Turtle and mother-of-pearl are taken on the Pacific Coast.

Mining :—Gold and silver mining have been carried on upon the Pacific slope in the Abangarez, Barranca and Aguacate districts, and two or three mines remain in work. Manganese ore exists in the province of Guanacaste.

The export of gold and silver bullion to the United States was £79,900 in 1927.

No distinction is drawn between foreign and native acquisition of mining rights and concessions or the administration or distribution of the mineral output. The ownership of the subsoil is vested in the State, and mining rights may only be obtained by purchase or by filing a claim. The judge issues the title to a mine after the preliminary survey and minework, and this holds good while the mine is being developed, but lapses if the property is abandoned for two years. A mine once delivered to the claimant becomes his property, and he may sell, mortgage, or dispose of it at will.

Railways :—About 450 miles of 3 ft. 6 in. gauge railways are in operation with good tracks and bridges. Port Limón is headquarters of the system, which affords means of crossing the country from ocean to ocean and links the chief banana districts. A contract for the electrification of the Pacifico system has been allotted, the work to be finished by January 1930.

Roads :—The country has suffered from insufficient and defective roads. Improvements becoming urgent, plans for road construction are being prepared, and funds have been set free for the purpose. Probably not more than 2,000 motor vehicles are in service.

Industrial Development :—Water power is plentiful, but little utilized, and labour is neither abundant nor especially apt. Twelve hours a day are worked on the plantations, and eight to ten in the factories, which are all small and largely occupied upon articles protected by the import tariff. Sawmills working upon native timber are numerous. Boots, soap, and candles are the most considerable products manufactured locally.

FOREIGN TRADE.

The sterling value of the exports in 1927 equals £3,713,796; 54·75 per cent. transacted with the United Kingdom and 32·91 per cent. with the United States. Of the imports valued £3,354,403 the returns show 50·34 per cent. as coming from the United States and 14·90 per cent. from the United Kingdom.

	Exports. Colones.	Imports. Colones.
1928	78,614,200	71,500,000
1927	72,233,331	65,243,136
1926	75,848,719	55,303,908

PUBLIC DEBT.

The debt on 31st December, 1927, was as follows: —

External.	Internal.
66,760,878 colones.	3,287,064 colones.

or 70,047,942 colones in all.

Currency :—The nominal unit, the gold **colón** (value 1s. 10·9d.), is out of circulation. The minor currency is silver (1 colón, 50, 25 centimos); copper, 10, 5, 1 centimos; and nickel, 2 centimos. Since April 1924 the colón has been stabilized at 25 cents U.S. currency.

English gold is legal tender at the rate of 10.45 gold colones to the £, and U.S. gold at 2.15 to the U.S. dollar.

POSTS AND TELEGRAPHS.

Mails are sent via United States. There is a fortnightly dispatch to and from London via Avonmouth.

The postage is 2½d. the first oz. and 1½d. each oz. after.

Homeward mails are due about once a week.

The All-America Cables Incorporated have a **cable** between Limón and Colón, and have connected Puntarenas with their main cable on the Pacific Coast of Central America.

Wireless messages may be sent from the powerful new station at Paraiso or its connecting station at San José direct to Miami (Florida) or other point for re-transmission to all countries. From their station at Limón the United Fruit Company transmit communications to all parts. A Government high-power station communicates with Mexico, Guatemala, and Salvador.

WEIGHTS AND MEASURES.

Efforts to make the metric system universal have been only partially effective. The following are among the traditional measures :—

Lineal and Land Measures :—

1 vara = 33 pulgadas = 33 inches.
10,000 sq. varas (varas cuadradas) = 1 manzana = 1·72 acres.
1 hectare = 1·431 manzanas = 2·46 acres.
64¾ (64·89 exactly) manzanas = 1 caballeria = 111·37 acres.

Dry Measures :—

For beans, maize, etc.—
4 cuartillos = 1 cajuela.
24 cajuelas = 1 fanega = 400 litres = 10·9988 bushels.
For coffee in fruit—
4 cuartillos = 1 cajuela.
20 cajuelas = 1 fanega = 400 litres = 10·9988 bushels.

Liquid Measures :—

1 botella = 1·179 pints.
5 botellas = 1 Spanish gallon = 120 liquid oz.

PRESS.

The principal newspapers are : " Diario de Costa Rica " and " La Tribuna," together with the Official Gazette. " La Nueva Prensa " evening paper.

PUBLIC HOLIDAYS.

January 1 : New Year's Day.
April 11 : Battle of Rivas.
May 1 : Opening of Congress.
September 15 : Independence Day.
October 12 : Columbus Day.
December 25 : Christmas Day.
Three days at the end of the year, generally December 29, 30, and 31.
The chief Days of the Catholic Church.

Information for Passengers.

Passports need to be viséd by a Costa Rican Consul. All aliens must be provided with a certificate from a civil authority or from the Consul of Costa Rica at the place where the passenger has been residing.

Under a regulation of 1926 medical certificates are required certifying that the applicant for a passport or visa is free from tuberculosis, leprosy, bubonic plague, yellow fever or any other serious and contagious disease. The certificate needs to be viséd by a Costa Rican Consul and to be attached to the passport for the satisfaction of the police authorities. Unless in possession of these documents foreigners are not to be allowed to land.

BRITISH LEGATION AND CONSULATES IN COSTA RICA.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
(See PANAMÁ)	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General.	Major Charles Braithwaite Wallis.	Republic of Costa Rica.
San José ..	Consul	Frank N. Cox, O.B.E.	San José.
	Vice-Consul	A. Murray ..	—
Port Limón ..	Consul	A. C. Douglas (Act) ..	Province of Limón.

COSTA RICAN CONSULATES IN GREAT BRITAIN.

TOWN.	DESIGNATION.	NAME.
London .. .. .. (7 Crosby Square, Bishopsgate, E.C.3.)	Consul-General	Percy Grove Harrison.
Birmingham	Consul	John Norman Hotchkiss.
	Vice-Consul	Randolph H. Atkin.
Cardiff	Consul	Alfred J. Bovey.
Glasgow	Vice-Consul	W. A. Moir.
Liverpool	Consul	James E. Bryce.
Manchester	Consul	Eduardo Salem.
Southampton	Consul	Ernest Pollden Terry.
Swansea	Vice-Consul	Fred A. Rees.

Guidance for Commercial Travellers.

Commercial travellers must register, before beginning operations, at the Municipal Offices of the town which they make their headquarters. They must also take out a licence, the cost of which varies with the municipality. In San José, the municipal tax on commercial travellers is 50 colones and the licence is available for six months. This is the highest fee charged, and on payment of the tax an official receipt is given which has to be produced on demand. No special documents are required, nor have any other formalities to be observed.

CUBA

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

STEAMSHIP TICKETS

"Without Additional Charge"

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EUROPEAN AND AMERICAN

"All Reservations Secured in Advance"

Our service provides the public with proper itineraries and complete suggestions for the enjoyment of travelling in America and Europe. Specially arranged itineraries submitted without obligation. Private auto tours in California, British Isles and on the Continent.

EUROPE AND AMERICA

"Complete Arrangements with Escort"

Small select groups during Winter, Spring, and Summer. Interesting, comprehensive and intelligently arranged itineraries including many attractive and worth while features. Best service, liberal sightseeing program, and moderate rate.

SEASONABLE CRUISES

Mediterranean—West Indies—South America and Around-the-World, via best steamers.

FRANK TOURIST COMPANY

(Established 1875)

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1529 Locust Street,
PHILADELPHIA, PA.

175 North Michigan Avenue,
CHICAGO, ILL.

BOSTON, LOS ANGELES, SAN FRANCISCO,
LONDON, PARIS and CAIRO.

CUBA.

Havana, the capital, has a population of 581,000. It is 324 nautical miles from Tampa (Florida), and 1,166 from New York whence there are regular steamers. The mean temperature is 76° Fahr., the average rainfall 43 in., and there are normally 106 rainy days in the year. The harbour is large and beautiful, two miles in length, one mile wide, and fully protected against storms. The hotels are first class, and the centres of amusement include a fine race-course.

The port receives about two-thirds of the imports into Cuba, and approximately one-fifth of the total exports, including nearly the whole tobacco crop.

Havana is a metropolis in which the new merges agreeably with the old—the palaces, plazas, colonnades, towns, churches, and monasteries which moved J. A. Froude to liken the city to Castile. The parks are magnificent and afford an almost continuous drive. The Prado, facing which is the fine new Capitol Building, is a central parkway, which connects Columbus, India, and Central Parks; beyond are the drives of Paseos La Reina, Carlos III, and Tacon. The Parque Central, with its laurels, poncianas, almonds, palms, shrubs, and gorgeous flowers is in the heart of the city and surrounded by clubs, hotels, and cafés.

Morro Castle (built 1587), with the Cabañas Fortress (1763) in rear, is seen to the left of the harbour on arrival. Principe Fort, accessible by tramcar, stands upon an eminence commanding capital views of the city and harbour. The Plaza de Armas, the starting-point of the two principal shopping streets, contains the Presidential Palace and La Fuerza, an ancient fortress. The seventeenth-century cathedral and a sixteenth-century Dominican convent are near. Vedado, the finest of the suburbs, is reached via the Malecon, a handsome sea-wall roadway.

The sights include the exciting game of Jai-Alai (pronounced high-a-lie), identical with the Basque pelota.

LANDING :—Usually alongside.

Mail steamers of the P.S.N. Co. maintain a fortnightly service from Liverpool (transit 17 days); steamers of the same line depart monthly from New York. A weekly service from New York is supplied by the Ward Line. There are regular passenger services from Continental ports, and during the winter season calls are made by numbers of touring steamers.

A short sea passage (7 hours) from the coast of Florida can be made daily by Peninsular and Occidental steamer from Key West (Florida East Coast Rly.).

AIR SERVICES :—To Florida, Panamá, and Porto Rico.

HOTELS :—Seville-Biltmore, Almendares, Plaza, Inglaterra, Telégrafo, Bristol, Roosevelt, Pasaje, Regina, Royal Palm, Cecil.

CONVEYANCES :—The taxi service is cheap and convenient; short rides within the city cost 20 cents per person. Cars can be hired by the hour at low charges.

BRITISH LEGATION AND CONSULATE-GENERAL :—San Pedro No. 4.

GOLF :—Havana Country Club.

Excursions :—Marianao, ten miles west by rail or tram, with its beach, La Playa. Matanzas, sixty miles east by rail, near Yumari Valley, Caves of Bellamar, Hermitage of Montserrate. Isle of Pines, train to Batabano and steamer (daily except Mondays, 60 miles) to Nueva Gerona.

Clubs and Societies :—There are a large number of Freemasons, and there are Lodges in all communities. The Automobile Club has a large membership and a palatial clubhouse in Havana. The Vedado Tennis Club and the Country Club are important social institutions. The Yacht Club has headquarters at Marianao, the fashionable sea resort. The Union Club has an influential membership; the Jockey Club, the Athletic Club, the Casino Español, the National Society of Veterans (of the Cuban Army), and the Rotary Club are all important. The American Club has a residential clubhouse, of ten stories and a roof garden, in Havana. The English Club is at No. 14, Trocadero.

Santiago de Cuba, capital of the province, and the second oldest city in the island, was founded by Velazquez in 1514. It has a population of 144,000. Santiago is 540 miles from Havana by the Cuba Railroad. The approach by water is through a harbour entrance 180 yds. wide, beneath the battlements of Morro Castle upon the summit of a rocky point 200 ft. high. The seaward side of the promontory is precipitous; on the inner face, a long flight of crumbling steps, hewn out of the rock, leads to the water's edge.

Opposite Morro on the left is La Socapa, and within the harbour in rear of Morro is the Estrella Battery. Beyond, on the left, is Cayo Smith (Smith Key), a small island once held by the British. It is a home of fisherfolk and pilots, and its red-tiled houses and small ruined chapel are picturesque. In a cove near by Hobson sank the "Merrimac." Farther up the harbour is Cayo Ratones, and a small island formerly the magazine for the ships of the Spanish Navy. On the right shore, amidst a grove of coconut trees, is the coaling station of Cinco Reales. Opposite are the summer homes of Santiago merchants.

The Santiago Cathedral, the largest church in the island, is in the Hispano-American style, with two towers and a dome. The nave is of great width, and the side chapels are rich in marbles and fine mahogany.

The principal shopping streets are San Tomás, Enramadas, and Marina. A fine view of the harbour is afforded from the head of Marina Street. The Almeda is a popular avenue and drive in the lower part of the city, along the bay. The railway station on this avenue, to the north, is a new, handsome, concrete structure.

Hotels :—Casa Grande, America, Venus.

Antilla, on the north coast of Oriente Province, a northern terminus of the Cuban Railroad, has extensive docks with deep water, in an admirable natural harbour, Nipe Bay. Population 4,000.

Hotels :—Antilla, Miramar.

Batabano, on the south coast, 36 miles by rail from Havana, is the port of departure for the Isle of Pines. Sponges are fished off this port, and giant turtles are caught.

Camagüey, population 87,000, is 338 miles by rail from Havana, and 200 from Santiago. One of the most picturesque of Cuban towns, it has many medieval buildings, and a first-class hotel.

HOTELS :—Camagüey, Plaza.

Cardenas, population 27,000, is on the north coast 109 miles by rail from Havana and 41 from Matanzas, in a sugar-growing district. In commercial importance the port ranks fourth in the island. The summer resort, Varadero, renowned for its bathing, is a short distance away.

HOTELS :—Europa, Isla de Cuba.

Cienfuegos, 195 miles by rail from Havana, another principal sugar port, is a modern city on the south coast, picturesquely laid out. It possesses a magnificent bay, 11 miles long, and one of the finest plazas on the island. The Castillo de Jagua, near the entrance to the harbour, is a relic of old Spain, erected as a protection against the pirates of the Caribbean Sea. The bay affords views of the Trinidad Mountains, which rise some 3,000 ft. Population 76,000.

HOTELS :—Continental, La Suiza, Union, San Carlos.

Guantanamo, 20 miles inland from its port, Caimanera (in Guantanamo Bay), the U.S. naval station in south-eastern Cuba, and accessible by rail or motor, and rail from Santiago, is one of the more considerable sugar centres.

HOTELS :—Venus, Washington.

Manzanillo, population 18,000, standing on the Gulf of the same name, in the south-east of the island, is some 487 miles by rail from Havana, and 112 from Santiago. The town is of commercial importance and accessible by regular coasting steamers. Its situation is low, and its climate hot.

HOTELS :—Inglaterra, Casa Blanca.

Matanzas, one of the chief sugar ports, is on the north coast, about 50 miles east of Havana, and possesses a good sheltered harbour. Population 70,000. The town is well laid out, with handsome plazas and boulevards; the Paseo is one of the features. The Bellamar Caves, 1½ mile away, are on a plateau and of a wonderful crystalline formation, with narrow passages and a "Gothic Temple" hall, 250 ft. by 80 ft. The view of the Yumuri Valley, obtainable from the hill, makes a magnificent prospect.

HOTELS :—Louvre, Paris, Sevilla.

Nueva Gerona, upon the Isle of Pines, is approached by steamer from Batabano, a port due south of Havana. Bathing, boating, fishing, and motoring through the groves of fruit trees and fields of pineapple are the attractions offered to travellers.

HOTEL :—Burnside.

Nuevitas, on the north coast in Camagüey Province, in the eastern half of the country, has a large and thoroughly sheltered bay. Pastelillo, the terminus of the Cuba Railroad, and Puerto Tarafa, the terminus of the Cuba Northern, are on the outskirts of the town. Together the ports handle the larger part of the sugar crop and constitute the most important sugar exporting point in the world. Population 12,000.

HOTELS :—Palmero, Quinta, Miramar.

Pinar del Rio, famous for the best cigars and Vuelta Abajo leaf tobacco, is 107 miles by rail westward from Havana.

HOTEL :—Ricardo.

San Diego de los Baños, near Paso Real railway station, is about 40 minutes by motor from Havana. The sulphur springs are of high repute. The social season is from mid-June to mid-September.

Santa Clara, capital of its province, and of importance as a sugar and tobacco centre, is 190 miles east of Havana on the United Railways. The city is served also by rail to Cienfuegos (41 miles), its port. The population is 25,000.

HOTELS :—Santa Clara, Telegrafo.

Sancti Spiritus, population 18,000, is 240 miles by rail from Havana; a centre of the cattle and sugar trades.

HOTELS :—Perla, Plaza.

Trinidad, a very picturesque old city founded in 1514, has 12,000 population, and is the centre of a rich agricultural region. It is reached by train (45 miles) from Santa Clara.

HOTELS :—Trinidad, Canada.

PHYSICAL FEATURES.

Cuba, the largest island in the West Indies, has an area of 44,164 square miles, and a length, east to west, of 750 miles. The average width of about 60 miles leaves no point far from the sea, and the coast has a remarkably large number of good harbours and anchorages. As the island lies across the entrance to the Gulf of Mexico, these roadsteads make Cuba of great strategic importance. The coast line exceeds 2,000 miles.

The six provinces are Havana, 3,174 square miles; Pinar del Rio, 5,212 square miles; Matanzas, 3,260 square miles; Santa Clara, 8,260 square miles; Camagüey, 10,070 square miles; Oriente, 14,188 square miles.

Pinar del Rio, in the west, is rich in minerals and grows the finest tobacco, especially in the Vuelta Abajo district. The foothills and valleys of the Cordilleras de los Organos are highly productive.

Havana province is thickly settled, with flourishing plantations and farms and many prosperous towns.

Matanzas province is highly cultivated, notably with sugar, and well populated. The Yumuri Valley, a reserved area of rich

tropical scenery, and the mammoth caverns of Bellamar, attract thousands of tourists.

Santa Clara province has large sugar and tobacco plantations, and rich grazing lands. Cienfuegos, the chief port, has a harbour eleven miles across. Santa Clara, Sancti Spiritus, and Trinidad are important and historic cities. The character of the country changes rapidly farther east. Camagüey has rich grazing lands, important forest areas, and large fruit farms.

The province of Oriente has flourishing plantations and important fruit industry on the north. The Baracoa region is famous for natural wonders, cascades, limestone caverns, and petrified remains. There is a group of ports on the north coast in a large tridented bay: Banes, Antilla (the north-eastern terminus of the trunk railroad with fast steamers to New York for fruit and tourists), Nipe, and Cabonico. The southern area of Oriente is heavily wooded and mountainous with the Sierra del Cobre, and virgin forest extending over many rugged peaks of the Sierra Maestre, which are piled in a rugged, picturesque barrier near the coast. Santiago, the capital, and Guantanamo, are based on enormous land-locked harbours shut in by mountains. Mount Pico Turquino, 8,400 ft., the highest point in the island, is in this province.

The **Isle of Pines,** 60 miles off Batabano, on the south-western coast, was regarded by the United States Government as an integral part of Cuba. The treaty relinquishing the American claim to its title was signed March 13, 1925. The island, of 865½ square miles, has a population (1919) of 4,288, chiefly occupied in cultivating grape fruit and winter vegetables. The soil is largely owned by American citizens.

Article II of the Treaty states: "This relinquishment, on the part of the United States, of claim of title to the said Isle of Pines is in consideration of the grants of coaling stations in the Island of Cuba heretofore made to the United States of America by the Republic of Cuba."

The **climate** is equable and generally healthy, with 60°–98° Fahr. as the extremes of temperature. Stringent sanitary reforms have made Cuba one of the healthiest countries in the world, with a death-rate of 12·54 per thousand; it is now the most fashionable winter resort for Americans.

The heat in Cuba is tempered by the prevalence of the North-East Trade Winds, and the midday summer heat gives a lower average than in similar latitudes on the mainland. The nights are generally cool. The summer rainy season is marked by heavy thunderstorms, and periodic deluges with intervals of brilliant sunshine. The rainfall averages 54 in. annually.

The dry season, which is not rainless, runs from December to April.

The **population** was estimated (1929) at 3,598,933, and the white races constitute some 68 per cent. Towards 200,000 tourists visit Havana in the months November-March or about 250,000 in a year.

GOVERNMENT.

The preamble of the **constitution** of 1901 declares the country an independent sovereign State under the Republican form of government, exerted by three powers, Legislative, Executive and Judicial. The country undertook to raise no foreign loans beyond the capacity of current revenue, and incorporated certain provisos which granted the United States the perpetual lease of naval stations at Guantanamo and Bahia Honda, the United States undertaking to intervene in the event of the independence of Cuba being threatened by a foreign Power, Cuba assuming all obligations and undertakings which devolved on the United States by the Treaty of Paris. Legislative power is exerted by Congress—the House of Representatives of 120 members elected for four years, and a Senate of four members from each province.

PAST PRESIDENTS.

Tomas Estrada Palma	1902–1906
General J. M. Gomez	1909–1913
General Mario G. Menocal	1913–1917
General Mario G. Menocal (re-elected)	1917–1921
Dr. Alfredo Zayas y Alfonso	1921–1925
General Gerardo Machado	1925–1929

By a constitutional amendment of 1928 the presidential term becomes one of six years and the office of vice president is abolished. Elections are held on November 1.

PRESIDENT (1929–1935).

General Gerardo Machado.

MINISTRY.

Foreign Office	Dr. Rafael Martinez Ortiz.
Interior	General Manuel Delgado.
War and Navy	General Carlos de Rojas.
Public Health and Charity ..	Dr. Francisco Ma. Fernandez
Finance	Dr. Guitérrez de Celis.
Education	General José Aleman.
Justice	Dr. Jesus M. Barraque.
Public Works	Dr. Carlos Miguel de Cespedes.
Agriculture, Commerce and Labour	General Eugenio Molinet.
Post and Telegraphs	Dr. Rafaél Sanchez Aballí.
Under-Secretary, Foreign Office	Dr. Miguel Angel Campa.

The Supreme **Court** is in Havana. There is a Court of Appeal at the capital of each province. The provinces are divided into judicial districts, each with judges for civil and criminal actions. In addition, there is in each municipality a corrective court for minor offences.

Article 24 of the Civil Code guarantees foreigners the same rights as Cubans in respect to law, property, and protection of interests.

Naturalization was granted to foreigners who served in the Cuban

army, and to foreign residents, including the large Spanish population, if claimed within six months after the Republic was formed. It can be claimed after five years' residence (and not less than two years after declaration of intention), and is lost by a return of five years for residence in the country of birth unless in the service of the Cuban Government.

All **religions** enjoy an equal status. There is no State church. Roman Catholics largely predominate.

The **language** is Spanish, but English is widely understood.

A CUBAN CALENDAR.

1492. Columbus on his first voyage discovers Cuba, which he named Juana: named Cubanacán by the natives.
1511–24. Diego Velazquez founds settlements.
1516. Las Casas arrives in Cuba as "Protector of the Indians."
1519. Havana founded.
1762. Havana captured by the English under Lord Albemarle and Admiral Pocock.
1763. Havana restored to Spain by the Treaty of Paris.
1818. Cuba opened to the trade of the world.
1850. Invasion by General Lopez and a body of Americans.
1854. Purchase of Cuba recommended by United States envoys.
1868–78. Rebellion against Spanish rule.
1886. Slavery finally abolished.
1895–98. Further rebellion against the Spaniards.
1898. U.S.A. battleship "Maine" blown up in Havana Harbour; Havana occupied by United States troops. First Cuban autonomous Congress opened by General Blanco.
1902. Cuba declared an independent Republic.
1903. Permanent treaty between Cuba and the United States signed.
1904. Anglo-Cuban commercial treaty ratified.
1906. Rebellion headed by General Gomez.
1906–08. Intervention by United States at the request of President Palma.
1909. Inauguration of the second Republic.
1917. Cuba declared war on Germany.
1919. Joins the League of Nations.
1920. Financial crisis; bank failures.
1925. United States relinquishes claim to Isle of Pines.
1926. Low sugar market. Severe hurricane.
1928. Constitutional amendments.

NATURAL RESOURCES.

Cuba is much the most important single source of **cane sugar.** The crop is planted on about 4 million acres. The output was limited by presidential decree to a maximum of 4 million tons for 1928, but was abandoned for 1928–29, when a record crop of 5,156,308 tons was produced. The situation is especially favourable for sugar culture. The costs of production are exceptionally low, and are estimated at $2\frac{3}{4}$ to 3 cents per lb. of sugar. The technical equipment of the sugar mills is first-class and they number about 190. Oriente, Camagüey, Santa Clara, and Matanzas are the chief sugar districts.

The planters are known as "colonos," and work usually 600–3,000 acres. The success of the crop depends largely upon the climatic conditions ruling during the months September–November. The sugar-grinding season extends from mid-December for four or six months.

Associated with the sugar industry is the manufacture of industrial alcohol from molasses. There is a demand for motor spirit cheaper and less uncertain in supply than petrol, and Cuba has at command an abundant supply. The production of alcohol in local distilleries, other than those attached to sugar mills, is about 6½ million gallons. 250,910,917 gallons of molasses were exported in 1928, mostly to the United States.

Sugar refining is carried on by American companies upon an increasing scale for the domestic and export markets, but the larger part is exported unrefined in bags of 325 lb. each, and normally 80 per cent. of the sugar is exported to the United States. The Cuban home consumption is estimated at 150,000 tons.

Rum, an important adjunct of the sugar trade, was exported by the 2-3,000,000 gallons a year before the adoption of prohibition as the national policy of the United States.

Cuban **tobacco**, especially in the form of Havana cigars, enjoys a unique reputation. The Vuelta Abajo leaf grown in the western part of the island and employed principally in Habana factories, is the most famous. Vuelta Arriba or Remedios is the most largely exported. Very many grades of each are recognized. The crop is planted in early November and harvested in early January, when it is stored in sheds to dry; thereafter to be sorted, packed, and prepared. Probably one-half the crop is utilized at home, and much the larger part of the balance exported to the United States. Up to 50 million lb. of leaf, stems, and strippings is exported.

The tobacco crop in 1928 amounted to 500,000 bales, an increase of 25 per cent. over the previous year. Dry seasons reduce the quantity considerably but upon the other hand improve the quality.

Some 90 million cigars are exported annually, and about one-third are consumed in the United Kingdom. The exports of leaf and stripped tobacco largely exceed the cigar business in value.

Fruit and Vegetables, ranking next in commercial importance to tobacco, are grown largely for the United States market. Grape fruits in the Isle of Pines, for example, ripen earlier than upon the mainland, and so find ready sale. Vegetables can be shipped during the winter season. The business is carefully organized and supervised, and has increased nearly threefold in seven years. Pineapples form the staple crop. Grape fruit, alligator pears, quimbombo (or okra), and bananas are the other fruits. Peppers, Lima beans, tomatoes, potatoes, egg plants, cucumbers, and lettuce are the principal vegetables. The report shows nearly 2¼ million packages of a value of £1,345,000 as being exported. The particulars are those of a good year. Progress in market gardening is interrupted by cyclones and droughts. Cuban grape fruit is one of the most esteemed varieties upon the London market.

Coffee, once an important source of wealth, especially in the eastern half of the island, and for long neglected, has received more attention from small growers during the depressed state of the sugar market.

Many new trees planted in 1925–26 are now coming into bearing, and the island is producing nearly 80 per cent. of its own consumption. Owing to the increased production the imports in 1928 were only half those for 1927.

Cacao is grown in the provinces of Oriente and Santa Clara. In 1928 over 98,000,000 lb. were produced.

Henequen is planted upon some 8,000 acres, and there remain 1,000,000 acres suitable for this crop. The largest company cultivating henequen and working the fibre has its headquarters in Matanzas. The annual production of the fibre is estimated at eight million pounds weight, and the output of rope, cordage and string is in bulk about equal to the total production of fibre.

Bees find abundance of flowers throughout the year, and the **honey** harvest is probably 9 million lb. The annual value of the honey and wax crop is estimated unofficially at £200,000.

New agricultural bureaux have been established with a view to stimulating the production of rice, corn, and other imported foods.

There are about 4½ million head of **cattle** in the island. The succulent parana grass is practically inexhaustible, and there are large ranches in the eastern districts, though cattle and horses are also raised in the other provinces. There were 633,966 horses, 68,450 mules, and 3,457 asses in 1928. Bulls of improved breed have been introduced.

Sponge fishing is carried on upon a considerable scale on the south coast of Havana province and on the Isle of Pines. The Batabanó region alone exported $1,200,000 worth in 1928. Turtle shell and mother-of-pearl are also exported.

Timber :—About one-sixth of Cuba can be termed forest land, and the best of it is in the provinces of Camagüey and Oriente. The principal and most valuable Cuban woods are : Cedar, mahogany and "majagua" (of the linden family). Probably $5 millions is invested in sawmills, mostly working for the American markets.

The cedar wood, from which cigar boxes are made, is of local production, and there are about 15,000,000 acres of forests rich in hard and cabinet woods, many of them resistant to white ants. Mahogany and ebony are exported, as well as the beautiful acana wood employed for decorative purposes and umbrella handles.

Minerals :—In Oriente the iron mines near the coast export about 500,000 tons of ore to the United States. Manganese and copper mines are worked, and new copper deposits have been developed in Pinar del Rio. The production is estimated as the equivalent of 15,500 tons of blister copper. Petroleum wells have proved disappointing in yield, but are expected to show better returns from deeper borings. Silver has been found in Giusa (Bayámó). Asphalt occurs throughout the island, and hard asphalt from the Bay of Mariel is exported to England for roadway use.

INDUSTRIAL DEVELOPMENT.

Local Industries :—Cement is made at Mariel (Pinar del Rio) to a quantity of 500,000–700,000 barrels annually by the Cuban Portland Cement Company. There are large furniture works at Marianao turning out domestic furniture from Cuban mahogany. Two local breweries have an output of probably two million barrels, aggregate. There are four or five soap factories. Wrapping paper and paper bags are made on a good scale from imported wood pulp, and factories have been established for milk products, jerked beef, yeast and canned fruit. Sisal rope is manufactured by three henequen plantation factories.

There is an increased production of confectionery, chocolate, guava jelly, and candied fruits.

	IMPORTS	EXPORTS
	U.S. Currency	
1927	$257,000,000	$324,000,000
1928	$212,000,000	$278,000,000

Roads and Railways :—The principal railways are the United Railways of Havana and the Cuba Consolidated. The former has 1,000 miles of line and its system covers Pinar del Rio, Matanzas, Havana, Santa Clara, and a district west of the place last named. The latter has about 1,200 miles, serves the provinces of Santa Clara, Camagüey and Oriente, and conveys about three-quarters of the sugar crop. The public railways of the island have over 3,600 miles in operation.

Over 1,500 miles of road are maintained by the Government, and large extensions are in progress, including a great new central highway from the western extremity, Cape San Antonio, to Santiago in the east, with branches to the several ports.

Foreign Capital :—The major industrial developments have been financed almost wholly by external investors, and the amount of foreign capital invested is estimated at £400 millions, three-fourths of it from the United States. American investments in sugar properties are computed at £160 millions, £10 millions in tobacco, £30 millions in other real estate, £24 millions in railways, and £22 millions in Government loans. The amount of British capital invested in Cuba and quoted upon the London Stock Exchange is £43,800,000.

BRITISH LEGATION AND CONSULATES IN CUBA.

RESIDENCE.	DESIGNATION.	NAME.
Havana	Chargé d'Affaires and Consul-General.	T. J. Morris.
	Archivist	Miss M. Yates.
	Vice-Consul	C. N. Ezard.
Antilla	Vice-Consul	Wm. L. Macdonald.
Camagüey	Vice-Consul	F. E. Kezar.
Nuevitas	Vice-Consul	A. Durbin.
Santiago de Cuba ..	Consul	L. C. Hughes-Hallett.
Cienfuegos	Vice-Consul	G. W. Bradley.

CUBAN LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (30 York Terrace, Regent's Park, N.W.1.)	Envoy Extraordinary and Minister Plenipotentiary.	Dr. Guillermo Patterson y de Jauregui.
	Counsellor	Dr. Gabriel Suarez Solar y Lamas.
Liverpool	Consul-General	General Calixto G. I. Enamorado.
London .. .. .. (46 Kingsway, W.C.2.)	Consul	Raoul Mejer.
Belfast	Consul	Buenaventura E. Puyans.
Birmingham	Consul	Francisco Sánchez.
Bristol	Consular Agent	W. H. Cole.
Cardiff	Consular Agent	Thomas David Jones.
Dover	Consular Agent	E. F. Prescott.
Glasgow (for Scotland) ..	Consul	Julio Brödermann.
Hull	Consul	Alfredo Alonso.
Newcastle	Consul	J. F. Weidner.
Nottingham	Consular Agent	C. V. Reynold.
Sheffield	Consular Agent	C. W. Widmann.
Southampton	Consular Agent	Col. J. E. Dawe.

CURRENCY, WEIGHTS, AND MEASURES.

The **monetary unit** is a gold peso of 1·5046 grammes, of the same value as the United States dollar. Cuban coinage maintains the same values as American currency, which is legal tender. There are gold coins of 20, 10, 5, 4, 2, and 1 pesos. In silver: 1 peso, 40, 20, 10 cents. Nickel: 5, 2, 1 cents. Gold coinage is unrestricted, but the minting of silver is limited to 12,000,000 pesos.

American paper money circulates, as do U.S. coins.

The **metric** system is in use generally, but the following measures are employed :—

1 arroba = 25·366 lb.
1 caballería (of land) = 33·16 acres.
1 vara = 34 inches.

THE PRESS.

The principal DAILIES are :—"Havana Telegram," "Havana Post," "Diario de la Marina," "El Mundo," "La Lucha," "La Discusion," "El Heraldo de Cuba," "El Pais," "Excelsior," "Diario Español," "El Comercio," "Mercurio."

WEEKLIES :—"La Politica Cómica," "Bohemia," "Carteles," "Semana Cómica," "Neptuno," "La Semana."

MONTHLY :—"The Times of Cuba."

POSTS AND TELEGRAPHS.

There are over 600 post offices in the island, and 260 central telegraph offices. The telephone system is well developed, and communication has been opened from England at a charge of £17 8s. for three minutes, with a supplementary charge of £5 16s. per additional minute. There is a direct **cable** service with England. The Government maintains several **wireless** stations.

Outward **mails** are dispatched via the United States, and the service is the same as to the United States. Homeward mails due about three times a week. Postage: 2½d. for one ounce, and 1½d. each ounce after.

Air services for mails and passengers are maintained between Cuba and Florida, and Havana and Santiago.

Broadcasting:—Station PWX, 400 metres, transmits musical programmes. It is the principal Cuban station, and owned by the Cia de Teléfonas Cubana. Another station of importance is 2 MG.

PUBLIC HOLIDAYS.

January 1: New Year.
January 28: Anniversary of the nativity of the Apostle José Martí.
February 24: Revolution of Baire, 1895.
May 1: Labour Day.
May 20: Anniversary of the Proclamation of the Republic (1902).
October 10: Revolution of Yara, 1868.
October 12: Anniversary of the Discovery of America, 1492.
December 7: National Homage to those who died for the Independence.
December 25: Christmas Day.

Guidance for Commercial Travellers.

Passports are not essential for Cuba, but passengers do well to provide themselves with the document as a proof of nationality.

There are no special regulations affecting British commercial travellers but all persons engaged in industry or commerce are required to take out a licence in each of the municipal divisions of the Republic. These licences are issued free. No special regulations exist in regard to commercial travellers representing more than one firm, or principals of firms travelling to take orders or to visit their customers.

Commercial travellers should be provided with documents or powers of attorney in order to accredit their profession if necessary. Passports are not indispensable, but it is advisable to carry some means of identification. The Cuban Post Office, for a small fee, issues an identification card, which is useful for this purpose throughout the Republic.

Samples possessing value, and capable of use, are liable to duty. To obtain clearance of samples valued at more than $50 a consular invoice must be produced. No refund can be obtained if the value exceeds $500, or if the samples do not form part of the passenger's baggage. Subject to these conditions and to satisfactory identification, a rebate of 75 per cent. of the duty can be granted on re-exportation within three months.

DUTCH GUIANA

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

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DUTCH GUIANA.

Paramaribo, the capital and chief port, is on the Surinam River, 13 miles from the mouth and 210 miles from Georgetown, British Guiana. It has a population of about 45,000. There is a deep-water frontage of a mile, wharfed for a small portion, and with piers, quays, and warehouses the whole length.

HOTELS :—Juliana Pension, 10 beds, $2·40 to $3; Waller, 7 beds, $2.40 to $2.80; Horst, 16 beds, $2 to $3, including meals.

STEAMSHIPS :—Regular calls by French, Dutch, and American lines. Local services to British and French Guiana.

Albina, on the Maroni, is accessible to vessels of moderate size, and has loading and discharging facilities. There are fortnightly steamers from Paramaribo.

Coronie, with a population of about 2,600, is one of the smaller places along the coast served by Paramaribo and Georgetown steamers.

New Nickerie, on the south bank of the Nickerie River, some 3 miles from its mouth, has a population of about 10,500. It can be reached by vessels of moderate draught, and there are facilities for loading and discharging cargoes. Weekly steamers call from Paramaribo and Georgetown.

PHYSICAL CHARACTERISTICS.

Dutch Guiana, or Surinam, lies on the north-eastern flank of the South American continent, between 2° and 6° N. lat. and 53° and 58° E. long. To the north it has a coastline on the Atlantic, and it is bounded on the west by British Guiana and on the east by French Guiana, Brazil lying to the south. The area is estimated at about 46,000 square miles. The river Corentyne forms the western and the Maroni and the Itany the eastern border. The frontier with Brazil has not been finally delimited and agreed upon by the two Governments, but the Tumuc-Humac mountains form a natural border. The principal rivers running between those named are the Surinam (with its tributary the Commewyne), the Coppename, Nickerie, Saramacca and the Cottica. The coastal districts lie low and the country ascends inland to the hills, covered with dense forests, and the savannahs of the interior. The districts into which the country is divided are Nickerie, Coronie, Upper and Lower Saramacca, Upper and Lower Surinam, Upper and Lower Para, Upper and Lower Commewyne, Cottica and Maroni.

The **climate** is tropical and moist, with temperatures ranging from 70° F. to 90° F.; the annual average at Paramaribo being 75° F. There is a considerable rainfall on the coast, and this increases in the forest districts. The average inland fall varies

from 60 to 80 inches and on the coast is about 100 inches a year. After the first dry season, from February to April, comes the first rainy season, from April to August. A second dry season sets in until November, followed by the second rainy season, lasting until February.

The **population** is estimated at 145 763, but the total cannot be accurately established as regards some of the tribes and negroes of the far inland districts. The nationalities comprise Dutch, British, Chinese, Javanese, Hindus and aborigines, together with a few thousand Bush negroes, the descendants of escaped slaves. Javanese labourers have been imported under five-year contracts since the cessation of immigration from British India, and many of them make the country their permanent abode. The towns, settlements and plantations upon the lower courses of the river are the only inhabited areas.

The number of Europeans is probably under 1,500.

ADMINISTRATION.

Dutch Guiana was assured to the Netherlands by the Peace of Breda, in 1667, in exchange for New York to England. The colony again passed under English control from 1799 to 1802, and was restored by the Peace of Amiens. The Convention of London in 1814 finally returned the country to the Netherlands. A long succession of Governors, numbering about ninety, mostly Dutch, have ruled over the colony from 1665, when Maurits de Rama was Commander-in Chief. Slavery was abolished in 1863, since when subsidies have been paid annually by the home Government for the upkeep of the country.

The colony is the only Dutch possession in South America, and is administered by a Governor appointed by the Netherlands Government. It is divided into twelve districts, each under the charge of a Commissary. The Governing Council which assists the Governor is appointed by the home Government. The representative body is the Colonial States, elected by qualified electors for a period of six years. The sanction of the Netherlands Government is required before its legislative proposals pass into law.

A Supreme Court of Justice is appointed by the Netherlands Government and the members hold office for life, sitting at Paramaribo. There are, in addition, three cantonal and two circuit courts. The code is Roman-Dutch, and the laws and the system of administration run on the same lines as those of Holland.

The **language** of the colony is Dutch, but English is generally spoken.

All religious beliefs are free and equal before the law. The religious bodies include Roman Catholics, Lutherans and Dutch Reformed Church, Moravian Brethren, Hindus, Confucians, Mohammedans, and Jews.

The **coinage** is that of the mother country. The florin or gulden equals 1s. 8d., and 5 c. equal 1d., while 12 florins are equivalent to £1 at par.

The **metric** system is in general use, but the Flemish ell (27⅛ inches) and Rhenish foot (12⅜ inches) are in vogue in some districts.

AGRICULTURE.

The agricultural parts of the country lie along the rivers and the coast, and the area cultivated is estimated at 62,000 acres.

The soil and conditions are particularly suitable to **sugar** culture, and there are four considerable estates with an output in 1926 of 13,965 tons, and in 1927 of 15,327 tons.

Coffee, the second crop, is planted by small proprietors whose production has been upon an ascending, although fluctuating scale. The largest quantity in any one year was 3,036,600 kilos in 1927.

Rice is farmed extensively as a food crop, as is cassava, and the production of rice in 1926 reached the unprecedented total of 21,530 tons. In 1927 it was 14,899 tons.

Cacao in the best of recent years (1917) reached a total of 1,987,200 kilos. The quantity had fallen by more than one-half in 1924, and in 1926, a year of drought, was merely 140,200 kilos. It was 215,700 kilos in 1927.

Cotton in the Nickerie district has given two crops a year, and the area under cotton is extending. A few bales were exported for the first time in 1925.

Coconuts have been planted with success in the eastern coastal area near the mouth of the Marowyne (Maroni) River, and the export is normally about 2,000 dozen per annum.

Stock raising has engaged little effort, and the returns show totals of 13,084 cattle, 5,109 swine, 4,295 goats, 200 sheep, and a similarly small number of horses and mules, with about 800 donkeys.

Of the forest products the chief is **balatá**, exported in 1926 to the amount of 563 tons. **Timber** is abundant, including mora wood, exported in the form of railway sleepers, and hard cabinet woods.

MINERAL RESOURCES.

Gold is worked by hand dredging with the aid of black labour, and there is a fairly steady output of about £40,000. The output has been as high as 919 kilos (1914), although latterly the quantity has been about one-third of that amount and in 1927 was only 239 kilos. The difficulties encountered are principally those of transporting men and provisions. Examination of unexploited areas is proceeding.

Bauxite or aluminium ore is worked on the Cattinga and Surinam rivers, and the output in 1925 approached 87,000 tons, and in 1926, 46,500 tons.

Prospecting has been carried on without important results in quest of diamonds, oil, and mercury.

INTERNAL COMMUNICATIONS.

The rivers afford the chief communication with the interior, and their upper course is broken by difficult rapids and falls. The mouths of the rivers are navigable. The Nickerie takes vessels of 9-feet draught 60 miles inland, the Coppename takes vessels of 15-feet to the Wayombo, and the Corentyne can be navigated 70 miles inland. There is a Government service of steamers and motor-boats on various rivers, and a few privately-owned schooners and cutters.

A metre-gauge railway of 107 miles, running south and east, connects Paramaribo with the town of Dam, crossing the Surinam River by cable-ferry at Macami. Trains run once a week, chiefly for the service of the goldfields.

POSTS AND TELEGRAPHS.

The **postal** rates are those of the Postal Union.

The **cable** service outward is controlled by the Compagnie Française des Câbles Télégraphiques, with an office at Paramaribo. Messages can be sent to Albina, St. Laurent du Maroni, Nickerie, etc.

Postage, 2½d. first ounce, and 1½d. each ounce after.

Outward and homeward mails are dispatched at frequent and irregular intervals.

Press :—"De Suriname," "De Surinamer," "De West," published at Paramaribo, are the principal papers printed in Dutch; they appear twice a week. The "New Paramaribo Times" appears weekly and in English.

The chief **public holidays** are New Year's Day (January 1), Good Friday, Easter Monday, the Ascension, Whit-Monday, August 31 (Queen of Holland's birthday), Christmas Day and the day after.

FOREIGN TRADE.

Trade with the mother country occupies first place, both in imports and in exports. The grand totals are given below :

	IMPORTS.	EXPORTS.
1927	£774,071	£986,188
1926	£835,043	£640,800
1925	£889,500	£827,700

The principal exports of 1927 were: Sugar, 14,356,158 kilos; coffee, 2,306,260 kilos; cacao, 208,717 kilos; rum, 301,742 litres. Two minor classes of goods deserve mention : Fish-glue and Panamá hats, each of some £700 value.

ECUADOR

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

T. HOGAN & SONS, INC.

NEW YORK

Guayaquil, the chief seaport and commercial city, is some thirty miles from the bar of the River Guayas. Its site, the pleasant valley of the Guayas, literally "Vale of Lamentations," recalls a defeat which befell Spanish arms in the early days of colonization. The port is some 800 miles from Panamá, from which point, as also from the southward, it is served by P.S.N. and other steamers. The population is about 100,000. The sanitation is modern, and the conditions of public health are generally satisfactory from May to December.

The harbour is two and a-half miles long, with one and a-half miles of quays; the town is bustling and prosperous. Steam sawmills, foundries, machine-shops, and breweries denote the busy activities of today, and a few yards' progress across the Plaza to the inside of the cathedral carry the traveller back to the leisure of mediæval Spanish churchmen. There are three theatres—the Olmedo, Eden and Colón—and several clubs, including the Club de la Union, Jockey, Metropolitano, and Nacional. In addition to the Grand Lodge there are seven Masonic lodges. The snow-capped peak of Chimborazo is sometimes to be seen from the city.

LANDING :—Shore boat. The train is taken for Quito from Durán which lies on the opposite side of the river. Passengers are ferried across.

CONVEYANCES :—Electric and horse trams.

RAIL :—To Quito (290 miles). Trains thrice weekly; two days' ride, with one night in Riobamba. See p. 332.

AIR SERVICE :—To Buenaventura, Barranquilla, Bogotá (Colombia), and Panamá.

HOTELS :—Ritz, Palace, Tivoli, Cecil.

Quito, the capital, with a population of 100,000, is in a picturesque valley 9,350 ft. above sea-level, and is connected with Guayaquil (290 miles) by mountain railway, and with Otavalo, 147 kms. north, by another line. It possesses a university and good museums, a fine cathedral, and numerous churches. There is a State theatre, the Sucre, with seating accommodation for 2,000. The architecture is largely of the Spanish colonial type, although the town antedates the coming of the white man. The Incas established a road over the Cordilleras to Cuzco and remains of it exist, together with remnants of their forts and temples. The streets are steep and flowers abound. The climate is agreeable, although the town lies virtually upon the Equator, and the average temperature is 55° Fahr. The rainfall is about 40 inches; there is rain almost daily for about an hour. Day and night are equal in length, and darkness falls regularly at 6 p.m.

HOTELS :—Metropolitano, Europa, Savoy.

AN AIR SERVICE is proposed between Quito and Guayaquil, via Loja.

Ambato, 80 miles south from Quito, on the Guayaquil-Quito Railway, is the junction also of a branch line. The elevation is 9,000 ft., and the climate temperate and favourable to orcharding and vine

growing. The population is 20,000, and the town, near the foot of the great Tungurahua volcano, is capital of the province of that name.

HOTELS:—Casa Blanca, Continental.

Bahia de Caraquez, on the Pacific, in the province of Manabi, with a population of 3,000, is 28 miles north of Manta. A narrow-gauge Government railway of some 60 miles serves the interior as far as Calceta and Chone. Cacao and ivory nuts are exported. Steamers run to Guayaquil and Esmeraldas.

HOTELS:—Internacional, Vesubio.

Cuenca, capital of the province of Azuay, stands 9,000 ft. above sea-level, 117 miles south-east from Guayaquil and 190 miles south of Quito. It is the third town in importance and is destined eventually to be linked with the Guayaquil-Quito Railway via Sibambé, distant 92 miles. The line is open from Sibambé to Tipacocha, whence there is a motor service to Cuenca. Hides, tropical produce and cinchona are dealt in. There are mines in the neighbourhood and straw hats are made. The population is 40,000.

HOTEL:—Latino.

Esmeraldas, the capital of the province of the same name, stands at the mouth of the River Esmeraldas, 90 miles north-west from Quito and 300 from Guayaquil. There are gold mines near at hand and the district is fertile in agricultural produce. There is a cable station. The population is some 5,000. Work has begun upon a highway to Quinindé with the purpose of developing a district suitable for growing bananas, rice and coffee.

HOTEL:—Europa.

Guaranda, on the Llangama River, stands about 3 miles from Cajabamba railway station. It produces cinchona bark, timber, and cereals and has a population of 3,000.

Huigra, some 73 miles by rail from Guayaquil, is the headquarters of the Guayaquil-Quito Railway. It is a stopping place for the meals of through passengers and a convenient point from which to leave for Cuenca.

HOTEL:—Huigra.

Ibarra, 60 miles north of Quito, has a population of about 5,000, and is reached by road from the capital. Cotton is grown in the vicinity, and ponchos, hats, furniture and spirits are produced. It is proposed to connect Ibarra with Quito and Esmeraldas by railway. The line from Quito to Ibarra is open as far as Otavalo, and the line from Ibarra to Esmeraldas is completed. A motor runs to Quito twice weekly.

Jipijapa, famous for its Panamá hats, and some 80 miles from Guayaquil, is up the River Saco from Puerto de Cayo. The nearest railway is at Montecristi upon the Manta-Portoviejo line. There are sulphur baths in the vicinity.

La Libertad, the new port of the Santa Elena peninsula, is connected by railway and pipe-line with the headquarters of the Anglo-Ecuadorian Oilfields, Ltd., at Ancon, enabling ocean-going vessels to be loaded with oil. Guayaquil is distant 140 miles by sea.

Latacunga, capital of the province of Léon, on the Patate River, is 61 miles by rail south of Quito and 227 miles from Guayaquil. The volcano Cotopaxi is 18 miles distant. Cattle farming and dairying are practised. The population is some 16,000.

Loja, capital of the Province of the same name, with a population of 10,000, is situated at an altitude of 7,300 ft., south of Cuenca. It is proposed to connect Loja by air service to Guayaquil and Quito. The climate is good and the district productive. The railway line from Puerto Bolivar to Loja is open as far as Arenillas.

Macará, in the province of Loja, upon a tributary of the River Chira, a few miles from the Peruvian frontier, is one of the minor frontier ports.

Machala is joined by rail with Pasaje (11 miles distant) and with Puerto Bolívar (4 miles). Gold mining is carried on in the vicinity. The railway is a municipal one.

HOTEL :—Del Comercio.

Manta, on the southern side of Manta Bay, a small fishing port of 4,000 population, is the terminus of a narrow-gauge railway to Santa Ana, running through coffee, cacao, ivory nut and Panamá hat-making districts. The port serves Portoviejo, Jipijapa and Montecristi.

HOTELS :—Royal, Buenos Aires.

Montecristi, six miles by rail from the port of Manta, is an important centre of the hat trade and of the copra business. The altitude is 350 feet, and the population 2,000.

Otavalo, with a population of 10,000, is situated 19 miles from Ibarra, and 56 from Quito, to which place it is connected by rail. The district is agricultural.

Portoviejo, on the river of the same name, is 110 miles from Guayaquil and 400 from Quito. A narrow-gauge railway connects the town with Manta. Hats and baskets are made, and tropical produce is grown.

HOTEL :—Bolívar.

Puerto Bolívar, upon the Jambeli Channel, near the mouth of the Guayas River, is a small port of about 1,000 population serving the town of Machala and connected therewith by a short railway. The construction of a line to Loja has been begun with the object of providing a route via the Zamora and Amazon Rivers for through transit to the Atlantic.

Riobamba, capital of the province of Chimborazo and 150 miles north-east of Guayaquil upon the main line to Quito, is an ancient Indian town. The Tungurahua Volcano is not far distant. The district is agricultural, and the population is some 20,000. At this point the journey from Guayaquil to Quito is usually broken for the night. A scheme for the irrigation of a large area was begun in

1924. Bellavista, a new suburb, owes its existence to an American firm in Guayaquil.

HOTELS :—Metropolitano, Americano.

Salinas, on the southern shore of Santa Elena Bay, is a cable station and a holiday resort to which a railway is being constructed from Guayaquil (108 miles). The distance can be covered in five hours by motor-car. Salt, sulphur, pitch and petroleum are worked in the neighbourhood.

HOTELS :—Marengo, Cantabrico.

Tulcán, capital of Carchi province and 100 miles north-east of Quito, adjoins the Colombian border. The cattle industry of the district is important, the elevation is 9,000 feet, and the town is a centre of a population of nearly 10,000. The journey from Ibarra is performed on mule-back, pending completion of the new motor highway.

PHYSICAL FEATURES.

Ecuador conveys in its name a reminder of its equatorial situation. The coastline gives upon the Pacific, and the neighbouring countries, north and south, are Colombia and Peru. The boundary limits, and consequently the area, of the Republic, have not been set beyond dispute. An extent of some 276,000 square miles is claimed upon Ecuadorean behalf, but full admission of the Peruvian claims to a large tract in the Amazonian headwaters would reduce this total.

The Andes traverse the country from north to south in two parallel ranges. The Cordilleras, Eastern and Western, are clearly defined by a longitudinal depression. The two ranges are joined by eight transverse ranges of hills known as "nudos," between which are "hoyas" drained by rivers which ultimately find their way through the higher ranges. In the Montaña, on the eastern side, the declivity is more precipitous than towards the Pacific.

Between the mountains and the Pacific Ocean is a narrow stretch of coast plain; to the east stretches the vast and well-watered plain of the region called the Oriente. Of the rivers, those flowing through El Oriente and Loja in the Amazon basin are important; the Napo constitutes the frontier with Colombia, and others are the Curaray, Tigre, Pastaza, Morona, Paute, and Zamora. Among those flowing to the Pacific from the Andes are the Mira, Esmeraldas, Chones, Daule, and Guayas.

The mountains include **volcanoes** notable for their grandeur and activity, including Chimborazo (20,700 ft.), Tungurahua (16,680 ft.), Cotopaxi (19,490 ft.), Sangay (17,390 ft.), and El Chiles (15,670 ft.). Mineral and thermal springs are numerous in the volcanic areas. Although Ecuador is well watered, few of its **rivers** are navigable. The Guayas and its tributaries form the principal waterways.

The only **lake** in the littoral is Sade. Of the numerous small lakes in the Interandine region, Yaguarcocha is of historic interest

and the scene of a battle with the Inca forces; Cuicocha is at the foot of the extinct volcano, Cotacachi; Colta is on the Guayaquil-Quito Railway. San Pablo and Mojanda are two others deserving of mention, but none of these sheets of water is large.

The varying altitudes afford many varieties of **climate**, from the tropical climate of the coast region to the temperate and cold climates of the higher mountain ranges. The average temperature of the littoral between the Andes and the sea is 82° to 84° F., and the mean temperature of Guayaquil is given as 78° F. The temperature falls with the altitude from 79° F. upon the plains to 43° F. on the Cordillera at a height of 13,200 ft. The dry season is from June to November, and the rainy from December to May. On the whole the climate is healthy for the tropics.

The climatic zones may be thus classified: Tierras Calientes (low-lands); Templadas (altitude 6,000–9,000 ft.); Frias (including the Quito plateau); Nevadas (snow-capped heights).

The country is divided into seventeen provinces and one territory. The Oriental Region was divided into two provinces (Napo-Pastaza and Santiago-Zamora) by Legislative Decree of 25 November, 1920.

The **population**, officially estimated at 3,200,000, is uncertain and preponderantly resident upon the Andine plateau, with 400,000 in the coastal region and an undetermined number of Indians in the eastern Transandine.

Originally the country was the home of the Quichua Indians. The chief Indian tribes today are the Zaparos, Jivaros, Iquitos, and the Mazanes.

Provinces.	Population.	Capital.
Azuay	182,000	Cuenca.
Bolívar	58,000	Guaranda.
Cañar	76,000	Azogues.
Carchi	—	Tulcán.
Chimborazo	148,000	Riobamba.
Esmeraldas	35,000	Esmeraldas.
Territory of the Colón Archipelago (Galapagos)	1,000	—
Guayas	233,000	Guayaquil.
Imbabura	93,000	Ibarra.
León	130,000	Latacunga.
Loja	135,000	Loja.
Los Rios	65,000	Babahoyo.
Napo-Pastaza	—	—
Manabí	125,000	Portoviejo.
El Oro	60,000	Machala.
Pinchincha	260,000	Quito.
Santiago-Zamora	—	—
Tungurahua	127,000	Ambato.

GOVERNMENT.

Since the proclamation of the Republic in 1830, Ecuador has had twelve Constitutions, the last dating from 1929. The executive power is vested in the President, who is elected for a period of four years, and cannot be re-elected until after a period of eight years from his retirement.

The legislative power is in the hands of the National Congress,

which consists of a House of Senators and a House of Deputies. It meets every year at Quito on August 10 and sits in session for sixty days, which term can, however, be extended. There is also a Council of State, with fifteen members, which includes the five Cabinet Ministers. The suffrage is extended to all literate male adults.

The **administration** is by the Governors of the provinces, who are appointed by the Executive. The departments of each province are administered by Jefes Politicos, and the municipal areas by Tenientes Politicos.

The Galapagos Islands are governed by a territorial chief, and Chatham Island, which is a penal settlement, by special laws.

Judicial power is exercised through the Supreme Court, superior or divisional courts, and other tribunals and courts of law established by the Constitution. The Supreme Court sits at Quito and has jurisdiction over the whole Republic. The divisional courts are in Quito, Riobamba, Cuenca, Loja, Guayaquil, Ibarra, Ambato, and Portoviejo.

Freedom of worship obtains; there is no State religion. The predominating belief is Roman Catholicism.

The language of the country is Spanish, but Quichua is spoken by some Indian tribes in the northern part of the country.

There are universities at Quito, Guayaquil, and Cuenca.

PRESIDENTS SINCE 1901.

General Leonidas Plaza	1901
Lizardo Garcia	1905
General Eloy Alfaro (second term)	1906
Emilio Estrada	1911
General Leonidas Plaza (second term)	1912
Dr. Alfredo Baquerizo Moreno	1916
Dr. José Luis Tamayo	1920
Dr. Gonzalo S. Cordova	1924
Dr. Isidro Ayora (Provisional President)	1925

PRESIDENT.

Dr. Isidro Ayora (Constitutional President)	1928

MINISTRY.

Foreign Affairs	Gonzalo Zaldumbide.
Interior	Manuel María Sanchez.
Public Works	Teófilo Fuentes Robles.
Finances	Juan de D. Martinez M.
War	Colonel Carlos A. Guerrero.

AN ECUADOREAN CALENDAR.

1533. Pizarro conquers Quito for the Spanish Crown.
1564. Quito promoted to a Presidency, under Peruvian Viceroyalty.
1710. Transferred to the Viceroyalty of Santa Fé.
1719. The Viceroyalty of New Granada created.
1721. The Presidency of Quito made part of the Viceroyalty of New Granada.
1722. Again incorporated with Peru.
1809. Unsuccessful attempt at revolt on the part of the Patriots.
1811. Open state of war between Ecuadoreans and Spanish troops.
1822. General Sucre, after defeating the Spaniards, assumes charge of Ecuador. Union of Quito with New Granada and Venezuela, the new Confederation taking the name of Colombia.
1828–9. Peru goes to war with Ecuador, capturing Guayaquil and Cuenca; Ecuador defeats the Peruvians near Tarqui.
1830. Peace with Peru.
1831. Secedes from the Colombian Confederation and proclaims itself an independent republic, with General Juan Flores as its first President.
1861. Unsuccessfully attacks New Granada.
1866. Alliance with Peru and Chile against Spain; Spanish subjects banished from Ecuador.
1868. Quito and other towns devastated by earthquake.
1877. Eruption of Cotopaxi.
1897. General Alfaro heads a revolution.
1899. The Guayaquil-Quito Railway begun.
1904. Boundary dispute with Colombia submitted to the arbitration of the German Emperor.
1906. Revolutionary rising suppressed by Alfaro.
1924. Protocol with Peru lodged with League of Nations.
1925. Frontier dispute. Diplomatic relations with Colombia ruptured.
1926. Junta Militar resigned control to Dr. Ayora. New import tariff.
1927. New Central Bank and new currency authorized.

NATURAL RESOURCES.

The principal agricultural products are cacao, ivory nuts, rubber, coffee, tobacco, cinchona bark, hat straw (called "Toquilla"), and tropical fruits. Other products, produced in smaller quantities, are sugar, rice, cotton, aloe fibre, lentils, maize, wheat, barley, potatoes, vegetables of all kinds, cabinet woods and timber generally,

Cacao is the principal export and the mainstay of the economic life of the country. It is grown chiefly in the coastal region, and there are estimated to be some 6,000 estates (area 100,000 hectares), and from 80–100 million plants. Arriba, Caraquez, and Machala are the three chief classifications.

Serious injury has been done to the crop by the Witchbroom (Escoba de Brujas) disease, and supplies have diminished since 1922, when 51,900 tons were shipped from Guayaquil. Exports in 1927 were 22,950 tons, with 22,600 tons in 1928. A further decrease was estimated for 1929.

Tagua nuts, the fruit of a palm fern, are abundant in the coastal region and obtained largely in the Manabi and Esmeraldas districts. The exports in 1928 were 16,611 tons, as against 14,502 tons in 1927. The nut is used in industry to make such articles as buttons and collar studs.

Sugar is cultivated in the lower valleys of the Daule, Babahoyo, and Vinces rivers, as well as in certain of the transverse valleys of the Cordilleras. Rum is distilled, probably to the extent of 6 to 10 million litres. Improved machinery for making sugar has been installed upon the principal estates. The annual production is about 22,000 long tons.

Coffee of fine quality is grown and good yields are obtained. Some 6 to 10 million kilos is the estimated total production. A quantity of 9,000 tons was exported in 1928.

Cotton is planted in the Manabi Province, and a small colony of Italian immigrants have been introduced. The general average of quality is somewhat inferior to Peruvian. The cotton produced is ordinarily only sufficient for local needs.

Tobacco is grown on the plains, chiefly for local consumption, and a diligent selection of seed would improve the already good quality. The manufacture of tobacco is a monopoly, and leaf is imported.

Red **mangrove** of a variety rich in tannin is plentiful upon the coast and is worked upon a small scale for the production and export of tannin extract.

Cereals, including maize and rice, are grown on the coastal strip, and with bananas and yucca form the staple fare of the working people of the district. Cereals are grown also in the Interandes, as well as good potatoes and vegetables. About 8,000 tons of rice were exported in 1928.

Bananas grown in the Guayas Province are exported to Chile and Peru, and several varieties are cultivated under difficulties caused by a plant disease. Pineapples, mangoes, melons, oranges and lemons, tropical fruits and choice vegetables flourish in the coastal region.

The Province of Esmeraldas has been pronounced by a United States Commission favourable for the cultivation of **rubber,** subject always to the adequacy of the labour supply. A good quality of rubber is obtained and is prepared and packed in Guayaquil. The exports were 260 tons in 1928, as against 860 tons in 1927.

Included in the **fauna** of the Republic are the jaguar, puma, tapir, and several kinds of monkeys, the armadillo, ant-bear, squirrel, porcupine, peccary, various kinds of deer, and many rodents, including the guinea-pig. There are also tortoises, lizards, and iguanas. Among the snakes are the boa-constrictor and the anaconda, and the alligator is also met. The bird-life comprises the condor of the Andes, falcons, kites, macaws, owls, toucans, parrots, ibises, cranes, and storks.

	EXPORTS.	IMPORTS.
1928	£4,048,520	—
1927	£3,990,000	—
1926	£2,649,000	£1,940,000

EXPORTS AND IMPORTS.

The following figure among the regular **exports** :—

Alligator skins	Deerskins	Petroleum
Annatto	Fresh fruits	Rice
Bamboo	Garlic	Rubber
Bananas and fruits	Hides	Salt
Brooms	Ivory nuts (Tagua)	Sarsaparilla
Butter	Kapok	Sole leather
Cascarilla bark	Mangrove bark	Starch
Chocolate	Matches	Sugar
Cinchona	Mocora straw	Tobacco leaf
Coffee	Orchilla moss	Whale oil
Copra	Panamá hats	Wood
Cotton	Peanuts	

INDUSTRIAL DEVELOPMENT.

Indications of **oil** have been reported westward of the Cordillera and experimental work has been carried on at various points in the interior. The effective source of supply is the Santa Elena peninsula, the northern projection of the Gulf of Guayaquil. In this otherwise sterile region at Ancón over forty wells have been drilled by the Anglo-Ecuadorian Oilfields, Ltd., tanks, refineries, and pipe-lines have been installed, and increasing quantities are exported from La Libertad. The export of oil from Ecuador rose from 19,546,968 gallons in 1927 to 44,142,152 in 1928.

There are **gold** washings in the Santiago and Cayapas Rivers (Esmeraldas), and also in Azuay Province. Gold mining is confined to the Zaruma district (El Oro Province). Precipitates chiefly in the form of gold cyanide are exported to some such value as £130,000 per annum. Silver, copper, lead, and zinc exist in the mountains, and salt and sulphur as well as oil in Santa Elena. Good marble is quarried near Cuenca.

MANUFACTURING INDUSTRY :—Cotton manufacturing, which employs about 2,000 persons, is the principal industry, and is carried on at Quito, Riobamba, Ambato and Atuntaqui. Brewing and ice-making are carried on in Guayaquil. Cement, shoes, chocolate, tagua-nut buttons, matches, soap and nails are products of Guayaquil and Quito.

Panamá (Jipijapa) hats, manufactured by hand from toquilla palm straw, form one of the principal products of the country. Those of the finest quality are made in Manabi and Guayas Provinces. The export during 1928, valued at £180,000, was chiefly to the United States and Great Britain.

PUBLIC DEBT.

June 30, 1928 :—	EXTERNAL.	INTERNAL.
Sucres	99,790,031	17,018,665

CURRENCY, WEIGHTS, AND MEASURES.

The Monetary Law of March 19, 1927, provides for a reorganization of the currency, giving the **sucre** the par value of one-fifth the U.S. gold dollar, in supersession of the one-tenth of £1 allotted under the Law of November 4, 1898. Gold coins minted under the old law are to be accepted at 2·43325 times face value.

New coins as follows are to be minted :—

GOLD condor = 25 sucres = $5 U.S.
GOLD double-condor = 50 „ = $10 „
SILVER : 2 sucres, 1 sucre, ½ sucre (50 centavos).
NICKEL : 10, 5, 2½ centavos. COPPER : 1 centavo.

The **metric system** is legal but not general. Spanish measures are more generally used :—

		English lb.
Weights.—1 Libra	= 16 ounces =	1·0147
1 Arroba	= 25 pounds =	25·36
1 Quintal	= 100 pounds =	101·47
1 Kilo	=	2·2

Length.—1 Vara = 3 Pies = 36 Pulgadas = 32·875 in. to 33·43 in. (variable).
Surface.—1 Vara Cuadrada = 0·859 sq. yd.
Capacity.—1 Arroba (Dry) = 6·70 gallons.
1 Galón (Liquid) = 0·74 gallon.

THE PRESS.

The principal **newspapers** are "El Comercio" and "El Dia," published at Quito; and "El Telégrafo," "La Nación," and "El Universo," published at Guayaquil.

REVIEWS :—"El Comercio Internacional" (Guayaquil), "El Ecuador Comercial" (Quito).

POSTS AND TELEGRAPHS.

There are about 5,400 miles of telegraphs, with 251 offices; and a **cable** office (Central and South American Telegraph Company) at Salinas. There are wireless stations at Guayaquil, Esmeraldas, and Quito, and on the Galapagos Islands as well as at other points.

Outward **mails** are dispatched via the United States, and at intervals by the Pacific Steam Navigation Line, via Panamá.

Postage 2½d. first ounce, and 1½d. each ounce after. Homeward mails due about once a week.

A contract has been signed with a Colombian company for an air mail service between Buenaventura and the Ecuadorian ports.

PUBLIC HOLIDAYS.

New Year's Day.
May 24: Battle of Pichincha.
August 10: Independence of Quito; Opening of Congress.
October 9: Independence of Guayaquil.
October 12: Discovery of America.
Christmas Day.
The usual feast days of the Roman Catholic Church are also observed.

LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London	Chargé d'Affaires	Sr. Juan Barberis.
London (23 College Hill, E.C.4.)	Consul-General	Ernesto Chacón.
Birmingham	Consul	Juan Norman Hotchkiss.
Cardiff	Acting-Consul	S. D. L. Witchell.
Glasgow	Consul	Enrique E. Andrade.
Hull	Consul	C. P. Hale.
Liverpool	Consul-General	Eduardo Wright.

BRITISH LEGATION AND CONSULATES IN ECUADOR.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DIST.
(See PERU)	Envoy Extraordinary, and Minister Plenipotentiary.	C. H. Bentinck, C.M.G.	
Quito	(M) Consul-General	R. M. Kohan	Republic of Ecuador.
	Vice-Consul	Alfonso Teran	
Guayaquil	(M) Consul	W. C. Graham	Provinces of Esmeralda, Manabá, El Oro, Guayas and Los Ráos.
	Vice-Consul	W. S. Urquhart	
	Pro-Consul	John D. Rennie	
Cuenca	Vice-Consul	—	

Passports for Ecuador.

Passengers for Ecuadorean ports must hold passports issued or *visé* by a Consul for Ecuador. Vaccination and health certificates have to be presented in applying for passport visa. Men or women of foreign nationalities belonging to religious communities (other than Protestant) are not admitted without the permission of the Government of Ecuador.

On departure from the country, foreigners need to obtain a special Ecuadorean passport additional to that of their own nation.

The Ecuadorean consuls in Colón and Panamá are authorized by an executive order to exact the visa of passports and health certificates of all passengers booking in those ports to Ecuador.

Firearms :—The law forbids the making of firearms or munitions of war in the Republic, or their introduction into the country except by the State. The only persons permitted to own or carry firearms are the military on active service, the police, and public officials. Persons violating the law are subject to imprisonment.

The Guayaquil—Quito Railway.

The Guayaquil–Quito Railway has a 3 ft. 6 in. gauge. The line traverses 54 miles of delta lands and then in 50 miles ascends 10,626 ft. At the summit of the climbs 11,841 ft. is attained, and the line rises and falls between 8,000 and 11,000 before debouching on the Quito plateau at 9,375 ft. The line is a most interesting piece of railway engineering. The Alausí Loop and the Devil's Nose double zigzag (including a V switchback) are seen between Sibambe and Tixán. The line was completed in 1908 and it allows a journey to be made in one day which formerly occupied a fortnight. The maximum gradient is 5·5 per cent.

Stations and Distances :—

Altitude in feet.	Stations.	Miles from Guayaquil.	Altitude in feet.	Stations.	Miles from Guayaquil.
15	Durán (Guayaquil)	0	*9,020	Riobamba	150
20	Yaguachi	14	*10,379	Luisa	159
42	Milagro	21	11,841	Urbina	170
100	Naranjito	31	10,346	Mocha	178
300	Barraganeta	43	9,100	Cevallos	186
975	Bucay	54	8,435	Ambato	196
4,000	Huigra	72	8,645	San Miguel	219
4,875	Chunchi	76	9,055	Latacunga	227
5,925	Sibambe	81	10,375	Lasso	239
8,553	Alausí	89	11,653	Cotopaxi	250
9,200	Tixán	95	10,118	Machachi	263
10,626	Palmira	103	9,090	Aloag	266
10,000	Gaumote	112	9,891	Tambillo	273
10,388	Cajabamba	132	9,375	Quito	288
*10,379	Luisa	142			

* The distances shown are subject to slight readjustment caused by the opening in 1924 of a new cut off. The effect is to place Riobamba on the direct route to the capital, and to dispense with the double transit of the 9-mile branch line Luisa-Riobamba.

North-bound passengers are ferried by railway company's boats across the river from Guayaquil to Durán railway station.

Coffee and sandwiches are procurable in the first-class carriages of the best trains. There are first- and second-class coaches. Fresh fruit is obtainable at wayside stations from Riobamba onward.

Sights en Route :—The following mountains are to be seen from the train: Chimborazo (21,220 ft.) between Luisa and Cajabamba; Cotopaxi Volcano (19,613 ft.) between Mocha and Quito; Cayabambe (19,535 ft.) near Quito; Antisana (19,335 ft.) between Latacunga and Quito; Tungurahua Volcano (16,700 ft.) between Riobamba and Lasso; Sangay Volcano (17,510 ft.) near Urbina.

GALAPAGOS ISLANDS.

The Galapagos Islands of volcanic origin, situated in the Pacific Ocean, directly under the Equator, and 600 miles west, were annexed in 1885. They are said to have been so named by the Spaniards who discovered them in the sixteenth century from galápago, a tortoise. The islands were the home of vast numbers of turtles, now largely depleted. The group consists of sixteen islands, and they all bear English names, possibly because they were formerly a place of refuge for English buccaneers and whalers. At an earlier date they were known as the Encantadas (Enchanted Isles).

The total area is about 2,870 square miles, and the largest island, Albemarle or Isabel, is 1,650 square miles. Chatham Island, at one time a convict station, has about 500–600 inhabitants. Since the cutting of the Panamá Canal the islands have come into more prominence, as they lie on the direct route to Australia. Vegetation is prolific upon their shores, and includes innumerable varieties of orchids, beautiful flowers, climbing plants, trees, and trailing orchilla moss. The islands are flat and lava-covered inland. As their volcanoes are at times active, plant life is stunted. There are few trees beyond Peruvian and other cacti. Two volcanoes seen in eruption in April 1925 have been named by the American scientist, Dr. Beebe, Mounts Williams and Whiton.

The six largest islands are Albemarle (Isabel), Indefatigable (Santa Cruz), Narborough (Fernandina), Chatham (San Cristóbal), James (Santiago or San Salvador), and Charles (Floreana or Santa Maria).

Hood (España), Bindloe (Marchena) and Abington (Pinta) are much smaller. Barrington, Tower, Duncan (Pinzon), Jarvis (Rabida), and Brattle (Tortuga) are smaller still.

Culpepper and Wenman, about 80 miles north of the main group, are little more than great rocks.

A decree of 1913 requires that at least three-fourths of any colonists must be Ecuadorean citizens and the remainder from countries having no controversy pending with Ecuador. Whaling and fish-canning are carried on by Norwegian companies. Salt is exported from the islands to Guayaquil. Lizard skins are among the available products.

Guidance for Commercial Travellers.

Commercial travellers are liable to a tax of 100 sucres (£10) each time they enter Ecuador. The tax is levied at the Custom House on arrival and a receipt is given, which, in the event of the traveller moving from one port of the Republic to another by sea, should be produced at each port called at for endorsement by the maritime authority. Commercial travellers can make purchases or take orders from merchants or manufacturers, but if they sell their goods are liable to municipal pedlar's taxes in addition to the tax mentioned above. Commercial travellers must register their names at the local Magistrates' Office in accordance with Police Regulations.

Samples of value are entitled to free temporary admission if a guarantee is given by a merchant of standing in the Republic. The samples are then invoiced on paper stamped for 30 centavos. No other Customs formality is necessary.

FALKLAND ISLANDS

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

SOUTH AMERICAN JOURNAL

and

Brazil and River Plate Mail.

(Established 1863.)

THIS Weekly Paper is the *recognized* organ of South American business, and contains a summary of the latest news from all parts of South America, Central America and Mexico, and fully reports proceedings of Companies connected with those countries. It indicates opportunities for trade, state of markets, contracts open, &c.

The amount of British Capital invested in those countries now exceeds £1,173,000,000.

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309-311 DASHWOOD HOUSE,

69 OLD BROAD ST., LONDON, E.C.2.

Telephone No.: 5127 CENTRAL.

FALKLAND ISLANDS.

Stanley, upon East Falkland, in the north-east group, and the only town of importance, has a fine inner and outer harbour, and is visited periodically by P.S.N. steamers. The population of Stanley is about 950, and its houses are mostly wood and iron. There are several small hotels and boarding-houses offering fair accommodation. The only bank is the Government Savings Bank. The bay, surrounded by low-lying hills covered with brown moss and grass, has a very home-like appearance to the native of Northern Scotland.

Saddle transport is general both for persons and goods, although a few motor-cars are in use.

POINTS OF INTEREST :—In the harbour can be seen the "Great Britain"—the first of the iron screw steamships—now serving as a produce hulk. The Museum, although small, is instructive. Government House, the Colonial Secretary's office, the Government dockyard, the Town Hall, Post Office, and the little Cathedral claim attention, as well as the monument commemorating the Battle of 1914.

LANDING :—By shore-boat.

CURRENCY :—Local Government notes and English silver.

East and West Falklands.

The Falkland Islands lie some 300 miles east of the entrance to the Straits of Magellan, and form a land surface of 4,600 miles. Their conformation with fjord-like inlets and evidences of glacial action show some resemblance to Western Tierra del Fuego.

East Falkland, with its adjacent islands, has, according to the most recent computation, an area of 2,580 square miles; West Falkland, with its islands, 2,038 square miles. These two groups constitute the "Colony," as distinct from the Dependencies, far to the southward, and forming part of Antarctica. The situation is between lat. S. 51° and 53° and between long. W. 57° and 62°; approximately 1,000 miles due south of Montevideo and 480 miles north-east of Cape Horn.

Mount Adam, the highest point of West Falkland, is 2,315 ft. above the sea. Mount Usborne, the highest peak of the Wickham Heights, on East Falkland, is 2,245 ft.

The Falklands are inhabited almost exclusively by people of pure British descent, and descendants of the early pioneers own the greater part of the land. The inhabitants are hard-working and thrifty. They numbered at 31 December, 1926, 2,271, viz. 1,275 males and 996 females. The general health is good, and there is no doubting the salubrity of the climate, much abused as its inclemency has been.

Climate.—The records of the Meteorological Office show that the absolute extremes of temperature found at Cape Pembroke, near Stanley, over a period of ten years are 75° and 19°. The winters

are slightly colder and the summers much cooler than in London. The average daily sunshine is 3 hours and 48 minutes, and in January is over 6 hours. The average rainfall is 26·43 in. as against 23·80 in. at Kew. Constant strong winds usually prevail in summer, and gales are recorded as blowing for 237 hours in the year; but severe storms are rare.

Strong frosts are infrequent, snowfalls are not heavy, and snow does not lie long.

Soil.—Upon East Falkland the country is wild moorland, interspersed with rocks and stones. Building-stone is found in different parts of the island of Devonian and Gondwana formations. The soil is chiefly soft peat, making travelling difficult. There are no roads except within the limits of Stanley, and communication is by sea or horseback. The islands are so well adapted for sheep-farming that the whole acreage has been devoted to that industry. The tussac, which grows to the height of 7 ft., and affords fattening food for cattle, has disappeared from the East and West Falklands, but abounds on the smaller islands. Trees are completely absent.

EARLY HISTORY.

The Falklands are said to have been sighted in 1592 by the English navigator Davis and by Sir Richard Hawkins in 1594, who first described them in detail. Captain Strong landed upon them in 1690 and gave them their present name.

During the first half of the seventeenth century adventurers from St. Malo visited the islands, which then obtained the name of Iles Malouines in French, and Islas Malvinas in Spanish.

In 1764 they were taken by France, and Bougainville planted a small colony at Port Louis. Two years later France admitted Spain's prior claim and ceded her rights. In 1767 England asserted her dominion, and a post was established in the West Falklands with the object of surveying the group. This was driven out by the Spaniards in 1770 and restored in the following year, after threat of war. The post was abandoned in 1774, and there was no further formal occupation until 1820, when the "United Provinces of South America" hoisted their flag at Port Louis. This settlement was broken up in 1831 by an American warship owing to the illegal imprisonment, by a German in charge of the settlement, of some American sealers. In the following year the British flag was restored and there has been no change of ownership since.

The Argentine Government still does not recognize the British occupation, and presents an annual protest against it. The name applied to the Falklands in Argentine geography is the "Malvinas."

ADMINISTRATION.

The Colony is administered for the Crown by a Governor, aided by an Executive and Legislative Council. The Legislative Council

is composed of the Governor, the Colonial Secretary, the Treasurer, and the Colonial Surgeon, together with two unofficial members.

The Governor is ex-officio Chief Justice; there are magistrates for East and West Falkland, and two for South Georgia.

GOVERNOR : Arnold Weinholt Hodson, C.M.G.

NATURAL PRODUCTS.

Farming methods are less advanced than those prevailing in Argentina. The poverty of the soil, the isolation of the colony, the intemperance of the climate, and the lack of capital make progress difficult. Sheep-farming is the only important industry. The islands carry some 606,000 sheep, yielding about 4½ million lb. of wool for sale, chiefly on the London market. Surplus sheep are boiled for tallow, or exported on the hoof to South America. One limiting factor is the shortage of winter pasturage, and another the absence of such frigorificos as are present on the mainland.

A single company farms almost one-third of the area and owns one-third of the sheep. The larger of the 33 remaining farms are owned by companies and farmed by resident managers.

Small quantities of oats and potatoes are grown.

COSTS AND WAGES.

The cost of living is on the high side, and freights necessarily add to the prices of groceries, most of which need to be imported. The following are specimen prices : Mutton, 3d. ; beef, 5d. ; butter, 2s. 6d. per lb. ; milk, 1s. per quart; bread, 1s. 2d. per quartern ; tea, 3s. per lb. Farm servants receive £5–£8 per month, with quarters, fuel, meat, and milk gratis. Unskilled labourers earn 1s. per hour, and skilled workmen about 1s. 4½d. per hour in Port Stanley, but it is to be understood that the opportunities of employment are upon a very small scale.

Elementary education is provided in Government and Roman Catholic schools in Port Stanley, and by travelling teachers in the camp.

FOREIGN TRADE.

	1925	1926	1927
	£	£	£
Imports	161,105	179,229	174,338
Exports	330,454	239,958	247,933

POSTAL COMMUNICATIONS.

Mails are received about once a month, via Montevideo, or occasionally Punta Arenas. Mails are dispatched rather more frequently by the same routes; via the Andes and Valparaiso; or by direct steamer when occasion allows.

POSTAGE.—British Empire 1d. per ounce; other parts 2½d. first ounce, 1½d. per additional ounce.

WIRELESS communication is maintained with Montevideo and Magallanes (Chile).

THE DEPENDENCIES.

The Dependencies, as distinct from the Colony, include the land surface between longitudes 20° W. and 50° W. to the south of latitude 50° S.; and between 20° W. and 80° W. to the south of latitude 58°. The boundaries include a sector stretching to the South Pole, the little-known territory of Graham's Land and a number of islands. Of the last-named, South Georgia, the South Shetlands, South Orkneys, and South Sandwich Islands are the chief.

The total area of about 3 million square miles includes about 1 million square miles of sea, fairly accessible for whaling, sealing, and fishing. The Waddell Sea, with its floes and icebergs, forms part of the area. Control is exerted over the area through the Government of the Falkland Islands, by virtue of possession of the harbours, without which whaling cannot at present be carried on. The whaling industry of these waters is greater than that of the entire remainder of the world. The catch of whales was 13,188 in the season 1925–26, and 10,631 in 1926–27. The production of guano is considerable. During the season 1926–27 South Georgia alone manufactured 207,992 bags, of an estimated value of £161,280.

South Georgia is in latitude 54½° S. and longitude 36° to 38° W., and has an area of about 1,000 square miles, and a population of about 1,900. There are five whaling factories, and of the whalers 1,700 are Swedish or Norwegian. The resident magistrate and other officials are stationed at Grytviken Harbour.

South Georgia is a mass of high mountains covered with snow where not too precipitous. Observations extending over three years point to snowfall upon 124 days per annum. The valleys are filled with glaciers which in many cases descend to the sea. The coastal region is free from snow in summer and more or less clothed with vegetation.

The **South Shetlands,** about 400 miles S.E. of Cape Horn, have good summer harbours, including one at Port Foster on Deception Island, a place notable for its hot springs. There is one shore station for whalers, and the harbours are used by the floating factories, in which whale fat is boiled.

The **South Orkneys,** about 200 miles eastward of the South Shetlands, serve as a base for whalers, as do the **South Sandwich** Islands, a volcanic group some 250 miles S.E. of South Georgia.

FRENCH GUIANA

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

The Chilean Review

A SOCIAL, ECONOMIC AND COMMERCIAL SURVEY OF THE REPUBLIC OF CHILE

Issued Quarterly

(8th Year of Publication).

Circulating amongst Chilean and British Shippers, Manufacturers, Importers, Exporters, and Bankers interested in Anglo-Chilean commerce. Can be seen in the principal Clubs, Libraries and Hotels in Chile and Great Britain, on Steamers visiting South American Ports and in the offices of all Chilean Railways.

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Applications for subscription should be addressed to the Secretary,

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2 YORK GATE, LONDON, N.W.1

City office: c/o CHILEAN CONSULATE,
7 UNION COURT,
OLD BROAD ST., E.C.2

FRENCH GUIANA.

Cayenne, the capital of the colony and its chief port, is on the island of the same name at the mouth of the River Cayenne. The population is about 13,936. It is distant some 400 miles from Georgetown (British Guiana) and 260 miles from Paramaribo (Dutch Guiana) by sea. Ships discharge into lighters.

HOTELS:—Grand, De France, De l'Avenir.

St. Laurent du Maroni, on the Maroni, with about 1,300 inhabitants, is an important town. Other towns are **St. Georges de l'Oyapok,** with about 1,000 inhabitants; **Sinnamarie,** with the same number; **Mana,** with 800; **Iracoubo,** with 500; and **Guizanbourg,** with 600.

Places of less importance include: **Touat** (Macouria), **Mont-Sinery** (300), **Kourou** (600), **Roura, Caux,** and **Approuague.**

On the **Iles du Salut** ("Devil's Island"), 27 miles north-west of Cayenne, stands the celebrated convict settlement where Dreyfus and other French prisoners have been interned.

PHYSICAL FEATURES.

Cayenne, or Guyane, the only French possession in South America, lies north of Brazil, its eastern frontier being formed partly by the River Oyapok and the southern by the Tumuc-Humac mountains. The western frontier line with Dutch Guiana is constituted by the Rivers Maroni and Itany. The northern boundary is the Atlantic coastline of about 300 kilometres.

The area is estimated at 34,000 square miles. The land rises gradually from the coastal regions to the higher slopes and plains about 50 miles inland. Forests cover the hills and valleys of the interior, and they are succeeded by savannahs.

The colony is well watered, for over twenty rivers run to the Atlantic. Besides those named are the Mana, Cayenne, the Sinnamarie with its tributary the Coureibo, the Marouini, Oyack, and the Approuague. Smaller rivers and tributaries are the Inini, Ardoua, and Camopi.

The only mountain range of importance is the Tumuc-Humac, and among the higher peaks are Mounts Mitarka, Temorairem, Leblond, and Timotakem, the latter in the extreme south on the Brazilian frontier.

The islands include the Enfant Perdu, the Malingre, Iles du Salut Ile du Diable, and Rémire.

The **climate** is tropical with a very heavy rainfall. The rainy seasons are approximately from May to August and November to February. An average annual rainfall of 130 inches is recorded for Cayenne. The mean annual temperature of that city is 80° F. Tropical diseases, dysentery, malaria, etc., occur.

The **population,** inclusive of natives, was estimated in 1926 at 47,341.

ADMINISTRATION.

Awarded to France by the Peace of Breda in 1667, French Guiana was twice thereafter attacked, first by the British in the same year and later by the Dutch in 1676, when the Governor was taken a prisoner to Holland. In the same year the French retook possession and remained undisturbed until 1808. In that year a combined Anglo-Portuguese naval force captured the colony, which was handed over to the Portuguese (Brazilians). Though the land was restored to France by the Treaty of Paris in 1814, the Portuguese remained in possession until 1817. Gold was discovered in 1853, and disputes arose respecting the frontiers of the colony with Dutch Guiana and Brazil, and these were settled by arbitration in 1891, 1899, and 1915.

The Governor is assisted by a small Council, and there is a General Council of sixteen elected members possessing powers of local administration. The colony sends a deputy to the Legislative Assembly at Paris. The country is divided into fourteen communes, which have the right to elect their municipal councils.

The chief Courts sit at Cayenne.

NATURAL RESOURCES.

The agricultural products are few and of no great importance for export, the principal being sugar, coffee, and cacao. There are cultivated for domestic consumption, sweet potatoes, bananas, manioc, maize, and tobacco.

Various timbers, including rosewood, are derived from the forest regions, and factories exist for the production of rosewood extract, which is exported to France. Balatá is collected for export, in an estimated quantity of 1 million lb. annually.

The **gold** mines yield an annual production of about £400,000, and constitute the chief industry of the colony. Other minerals found include silver, copper, iron, lead, mercury, and phosphates.

Individuals and companies established under French law may prospect for and work minerals under a State concession. A committee of official, technical, and commercial experts assists the Government in mining matters.

GENERAL INFORMATION.

The **language** of the colony is French.

The **religion** is predominantly Roman Catholic.

The weights and measures are metric.

The **currency** is based on the French unit of value, but the coins and bank-notes differ in design.

Upon **passports** for French Guiana the visa of a French Consul is required.

Transport:—The country is without railways, and the few roads lead to the capital. The main road westward follows the coast to St. Laurent du Maroni; the eastward road leads to the mouth of the Approuague. The local commerce along the coast is carried on largely by sailing vessels. Cayenne and St. Laurent are visited monthly by French cargo steamer. A hydroplane service connects St. Laurent with the capital.

Customs Duties :—With certain specified exceptions, goods of foreign origin pay the same duties as in France. Most goods, whether liable to import dues or not, also pay octroi and other charges, and there are, in addition, tonnage and pilotage dues. An *ad valorem* duty of 8 per cent. is levied on gold exports, and a tax of 10 francs per kilogramme on declaration at Cayenne.

Commercial Travellers :—No licences are required and arrangements can be made for the temporary admission of samples under bond for the amount of duty. Commercial travellers visiting French Guiana should be in possession of the special identification certificate which is obtainable from French Consular Officers. The fee for this certificate is 18 francs.

Public Holidays :—In addition to the feasts of the Church:

January 1.

Mardi Gras.

July 14: Fête Nationale.

November 11: Armistice Day.

The Mohammedan holidays are observed, but the dates of observance are uncertain.

POSTS AND TELEGRAPHS.

The principal towns are connected by telegraph and telephone. The Compagnie Française des Câbles Télégraphiques has lines to Paramaribo and the Antilles and to Pará. Cayenne and the Maroni are connected by telegraph, operated by the Penal Settlement, by way of Macouria, Roches, Sinnamarie, and Mana.

Telephones operate in Cayenne, St. Laurent du Maroni, and other centres. Lines connect the capital with Montjoly, Rémire, Le Rorota, and Fouillée Creek, and one links up Matoury, Stoupan, and Roura.

Outward **mails** are dispatched by various routes at frequent intervals.

Postage, 2½d. first ounce, 1½d. each ounce after.

Homeward mails, irregular.

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THAT'S the big question which should hold first place in your mind when you contemplate an advertising campaign—and not only what, but where? A good many campaigns have been flat failures because they were started without considering this one big and important factor, Distribution.

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GUATEMALA

For a complete List of the Local and other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

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Salisbury House,
LONDON, E.C.2.

GUATEMALA.

Guatemala City was reckoned before the earthquake of 1918 the most important in Central America. On a plateau 4,880 ft. above the sea, it is connected by rail with the Atlantic at Puerto Barrios (200 miles), and with the Pacific at San José de Guatemala (75 miles). The population is some 116,000, the climatic range is 50–85° F. and the rainfall about 57 in. per annum. The city was founded 1776, after the destruction of the former capital now called Antigua and distant some 25 miles. Its surroundings of green hills and volcanoes are of a striking beauty. The streets are broad, and although many of the public buildings have not yet been restored since the earthquake, there are plans in hand for beautifying the city, and in the business quarter many new and imposing buildings have been erected. The Museum, University, and Temple of Minerva are notable. Municipal improvements to the drainage and water supply are being considered.

A new highway through Antigua and Escuintla to San José was opened in spring 1925. A Tourist Club has been organized to promote travel within the country.

HOTELS :—Palace Rex, Gran, Continental, Iberia, Central.

BOARDING-HOUSES :—Pension Gerault, Pension Palacios, Pension Maartens.

BRITISH LEGATION :—4a, Calle Poniente, No. 25.

RAIL :—International Railways of Central America to Puerto Barrios (Atlantic port), and San José de Guatemala (Pacific port); also to Champerico via Retahuleu (thrice a week); connection is made at Ayutla (180 miles) with the National Railways of Mexico.

ROAD :—Motor-car can be taken to San Salvador, capital of the neighbouring Republic, and this route may be preferred to that via San José—involving steamer to Acajutla and rail to San Salvador.

EXCURSIONS.

To Lake Amatitlan by rail (see Amatitlan).

To Antigua by motor (25 miles).

To Lake Atitlán by rail (87 miles) to Patulul, and six hours on horseback to Sololá, where there is an hotel; or by motor car from the capital. A steam launch makes regular trips upon the lake Atitlán, which is of 63 miles circumference, and situated 6,000 ft. above the sea. Volcanic mountains surround the water, there are numerous picturesque islands, and a dozen primitive Indian settlements are seen upon the shores.

Puerto Barrios, in the large land-locked Gulf of Amatique, on the Atlantic coast, is the terminus of the Guatemala Railroad. It is connected with the capital, distant about 200 miles, by a daily train service; the journey takes some ten hours. Three-fourths of the import trade of the country is done at this port.

Tourists may ascend the Rio Dulce as far as Lake Izabal and the old Spanish fort, San Felipe, set among superb river and lake scenery. Sixty miles out of Puerto Barrios is Quirigua, where are the wonderful Maya ruins, relics of a prehistoric race. There are temples, monoliths and columns covered with baffling inscriptions.

HOTEL :—Del Norte.

STEAMERS :—Weekly to New Orleans, New York, and Europe. A motor-boat service is maintained with Livingston and Puerto Cortes.

San José, on the Pacific side, is the principal port of the country. It is connected with the capital by 75 miles of narrow-gauge rail, with two daily trains, and by a motor road available during the dry season. It has an iron wharf 615 ft. long by 72 ft. wide, with a depth of 35 ft. at pier-head. Here there is storage room for 8,000 sacks of coffee, capable of being shipped in twelve hours. There are facilities for receiving 600 tons of merchandise per day, and for handling weights up to 16 tons. The chief exports are coffee, rubber, hides, deer-skins, mahogany, cedar, horns, essence of lemon, and grass. The population is small (1,500) and the place is of importance only as a port of entry or departure.

RAIL :—To Guatemala City and Puerto Barrios; also to Champerico via Mazatenango.

HOTELS :—Marina, California.

STEAMERS :—Regular services to New York via Panamá and to San Francisco.

Amatitlan, upon the lake of the same name, is 18 miles by rail from the capital. The lake, a beautiful sheet of water of $7\frac{1}{2}$ by $2\frac{1}{2}$ miles, affords fishing and boating. There are thermal springs on the lake side with groves of trees, coffee and sugar plantations.

HOTELS :—National, La Cataluña.

Antigua, the former capital, 25 miles from Guatemala City, is reached from that point by motor-car. The town is pitched 5,000 ft. above sea-level in view of the three volcanoes—Agua, Fuego, and Acatenango, and these rise to some 13,000 ft. It had in the eighteenth century a population of 80,000, a university, and about one hundred churches and monasteries. An earthquake of 1773 destroyed the city, creating ruins which rank with the most impressive in the New World. Picturesque coffee estates surround the town, which has toward 10,000 inhabitants.

HOTELS :—Manchen, Americana.

Ayutla, upon the Mexican frontier, is some fourteen miles by rail from Retalhuleu. It is separated from the Mexican town of Suchiate by the river of that name; the two railway stations are about two miles apart. The river is crossed in small boats and train is taken for Tapachula, from which point Mexico City can be reached over the Mexican National Railways.

HOTELS :—Seville, Pan Americano.

Champerico, an open roadstead upon the Pacific, in the western part of the country, has an excellent steamship service coupled with port facilities which cause it to rival Puerto Barrios as the chief outlet for coffee. The town is inconsiderable, with only 1,500 inhabitants, but it is served by daily trains from the capital

throughout the coffee season, and thrice weekly during May to November. The iron wharf, 1,777 by 22 ft., is connected by two railway tracks with shore warehouses. It has storage for 8,000 bags of coffee, and facilities for handling 400 tons of cargo daily. When the pier head under construction is completed, it will be possible to handle 600 tons per day. It is the port for Retalhuleu and Quezaltenango, and is visited regularly by steamers plying between Colón and San Francisco.

Coban, the capital of the Department of Alta Verapaz, is about 100 miles north of Guatemala City in the centre of a rich coffee-growing district. The climate is semi-tropical, the altitude is 4,000 ft., and the population 27,000. There are water connections with Livingston, near Puerto Barrios, including a 28-mile link of railway between Panzos and Pancajche.

HOTELS:—Verapaz, Victoria.

Concepción del Mar, a sheltered inlet on the Pacific at a point equidistant from San José and Champerico, is selected as the site of a new port. An area of about 500 square miles, fertile in bananas, pineapples and tobacco, and carrying livestock, is being opened up by means of roads and a railway linking the port with the Ayutla-Guatemala line at Rio Brava.

Escuintla, som 50 miles from the capital and upon the railway to San José and the Mexican frontier, is a winter resort. The Agua volcano faces the town, which is situated in a rich tropical valley of 1,100 ft. altitude.

HOTELS:—Ferrocarril, Central.

Huehuetenango, 150 miles from the capital and towards the Mexican frontier, is a lead, silver, and copper mining centre, at the foot of the Cuchumatanes mountains. There is a good road to Quezaltenango; the climate is pleasant, for the elevation is 7,000 ft. The population is 10,000.

Livingston, on the left bank of the Rio Dulce, is some ten miles north-west of Puerto Barrios on the Gulf of Amatique. Its principal trade is in bananas, boat-building, and mahogany cutting; trade in indiarubber and sarsaparilla is also carried on. The place serves as a starting point for Coban via the beautiful Dulce River, Lake Izabal and the Polochic River, as far as Panzos, rail to Pancajche and thence by road.

HOTELS:—Balcels, Rio Dulce.

Mazatenango, on the Central Railway, 104 miles from the capital, is the chief town of the Costa Grande zone, a district fertile in coffee, sugar, cocoa, and tropical fruits. It has a population of 7,000.

Quezaltenango, the second city of the Republic and the capital of its Department, is 75 miles inland from Champerico and is served from that port by rail as far as Retalhuleu and Mulua, from which point there is a road motor service. An electric railway connecting the city with the small town San Felipe is nearing completion.

The altitude is 7,351 ft., the population 30,000, and the climate good. The neighbouring valley is fertile in grain and coffee.

HOTELS:—Palacio, Modelo.

Quiché, some 90 miles west of the capital, 6,500 ft. above the sea, has a population of 8,000. The ruins of Utatlán, the Indian city which the Spanish conquerors destroyed, are close at hand.

Quiriguá, in the valley of the Motagua River, and on the railway from Puerto Barrios, has the remains of a Maya temple and carved monoliths of prehistoric age and remarkable beauty.

Retalhuleu, a town of 14,000, on the International Railway, is reached from Champerico (28 miles) and from Ayutla. The town ranks as the fourth in order of importance and it serves a large number of sugar, coffee and other estates. The climate is hot.

HOTELS:—Gran, Recreo.

San Marcos, near the Mexican frontier, and 35 miles west of Quezaltenango, is a centre of the coffee trade. The population is 8,000, and the altitude over 8,000 ft. The Indian town, San Pedro Sacatepéquez, is one mile away.

Sololá overlooks Lake Atitlán from an elevation above sea-level of 7,000 ft. The Sololá and San Pedro volcanoes are in the same vicinity, and the scenery is of impressive grandeur. The point is accessible by motor from Guatemala City.

Totonicapan, the capital of its Department, is east 15 miles from Quezaltenango. It has an Indian population of some 40,000, and a semi-tropical climate, with an altitude of 7,900 ft.

HOTEL:—Central.

Zacapa, with a population of 18,000, stands 100 miles from the capital on the railway to Puerto Barrios, or about midway. Passengers stop for meals. A line is now open from this point to connect with the Salvador section of the International Railways.

HOTELS:—Ferrocarril, France.

PHYSICAL FEATURES.

Guatemala, the chief commercial country of Central America, has a land surface of 42,456 square miles. It is bounded by Mexico, British Honduras, Honduras, and Salvador. It has an Atlantic seaboard of 70 miles and a Pacific coast-line of some 200 miles. About two-thirds of the country—the western and southern areas—is mountainous and volcanic. The altitude of the towns is from 1,000 to 8,000 ft. and the climate is healthy and of an even spring-like warmth. The coast lands and northern region, low-lying and tropical, are covered with dense vegetation. There are two seasons—wet, from May to October, and dry, from November to April.

The mean annual temperature in the "tierra caliente," or low-lands, is about 80° F., and that of the "templada" about 58° F. The winter months are 5–10 degrees cooler than the hot months of March and April.

The Cordillera of the Andes is towards the Pacific coast. The Cockscomb range of mountains extends into British Honduras, and

the Santa Cruz range towards Amatique Bay and the port of Livingston. The Merendon Mountains, east of the Motagua River, divide Guatemala from Honduras.

Of the numerous volcanoes several are still active, although others, like Fuego (12,581 ft.) have long been extinct or dormant. A new and active volcano, Santa Maria, burst out in 1902 and gives continual evidences of activity; it is close to Quezaltenango. Agua, which destroyed the first capital of Guatemala in 1541, has been long extinct. Tacana (13,330 ft.) and Tájumulco (15,036 ft.), both near the Mexican frontier, are the two highest peaks. Santa Maria is of a height of 12,300 ft., Atitlan 11,500, Acatenango 13,000, Agua 12,300, Pacaya 8,500, Jumay 5,940, and Chingo, on the Salvadorean frontier, is 5,850 ft.

The important rivers include the Usumacinta, which enters Campeche Bay in Mexico; and the Motagua and Polochic, which have a course of about 300 miles before flowing into the Gulf of Honduras.

The larger lakes are Izabal (36 miles in length), Petén (27 miles), Atitlán (17 miles), and Amatitlan (9 miles).

Population :—Guatemala has a total population of 2,454,000, of which at least 60 per cent. are Indians, speaking native dialects. The remainder are of mixed Indian and Spanish descent (ladinos), with a ruling class of pure European origin. The population averages about 42 per square mile. The religion is Roman Catholic and the language of commerce Spanish, although English is widely understood. The foreign population numbers 25,000.

A GUATEMALAN CALENDAR.

1522–4. Spanish conquest of Guatemala under Pedro de Alvarado.
1541. Guatemala City destroyed by volcanic eruption.
1821. Revolts against Spanish rule, and joins the Central American Federation.
1839. Dissolution of the Central American Federation.
1847. Guatemala declares itself an independent Republic.
1851. New constitution proclaimed.
1854. Carrera appointed President for life.
1863. Costa Rica and Nicaragua become allied with Guatemala.
1865. Death of Carrera; succeeded as President by General Cerna.
1871. Revolution; Cerna deposed; succeeded by Justo Rufino Barrios.
1872. Alliance with Honduras against Salvador. Expulsion of the Jesuits.
1879. Constitution promulgated.
1884. Train service to capital from San José opened.
1885. Barrios declares himself the supreme head of the five Central American States and is killed in battle.
1886. The new President, General Manuel Barillas, makes peace.
1897. Revolution in the west suppressed by the Government forces.
1898. President José Barrios assassinated.
1898–1902. Manuel E. Cabrera occupies the Presidential chair.
1902. Quezaltenango and other towns destroyed by earthquake.
1908. Railway, joining up the central, southern and western departments, opened.
1917. Diplomatic relations with Germany severed.
1918. Capital destroyed by earthquake.
1919. Joins the League of Nations.
1921. Joins the Central American Federation.
1922. Secedes from the Central American Federation and again proclaimed a Republic.
1924. New explorations of Mayan ruins.
1926. Petroleum Law revised.
1928. Constitution revised. Western Boundary Commission appointed.

GOVERNMENT.

Under the Constitutional Charter of 1928 the President is elected for a term of six years, and thereafter remains ineligible for re-election for twelve years. Three nominees are elected by the National Assembly to replace the President in given contingencies. The President and Council of State are empowered in national emergencies to suspend certain constitutional guarantees. The Council of State has seven members, four nominated by the President, three elected by the Assembly, and its functions are advisory. The National Legislative Assembly, elected by direct popular suffrage, consists of deputies for each 30,000 inhabitants or fraction exceeding 15,000. Failing an absolute majority of votes for any one Presidential candidate, the Assembly elects the President of the Republic from among the three candidates obtaining the greatest number of popular votes. The Assembly declares war, governs national finance, and controls concessions.

The names of the administrative Departments and the capitals follow. The governor or Jefe Político of each is appointed by the President:

Department.	Capital.	Department.	Capital.
Alta Verapaz ..	Cobán.	Petén	Flores.
Amatitlan	Amatitlan.	Quezaltenango ..	Quezaltenango.
Baja Verapaz ..	Salamá.	Quiché	Santa Cruz del Quiché.
Chimaltenango ..	Chimaltenango.	Retalhuleu ..	Retalhuleu.
Chiquimula	Chiquimula.	Sacatepéquez ..	Antigua Guatemala.
Escuintla	Escuintla.	San Marcos ..	San Marcos.
Guatemala	Guatemala.	Santa Rosa ..	Cuajiniquilapa.
Huehuetenango ..	Huehuetenango.	Sololá	Sololá.
Izabal	Izabal.	Suchitepequez ..	Mazatenango.
Jalapa	Jalapa.	Totonicapán ..	Totonicapán.
Jutiapa	Jutiapa.	Zacapa	Zacapa.

PAST PRESIDENTS.

Rafael Carrera ..	1840	J. M. Reyna Barrios ..	1892
General Cerna ..	1865	Manuel Estrada Cabrera..	1898
Justo Rufino Barrios ..	1873–85	Carlos Herrera	1920
General Manuel Barillas	1886	José Maria Orellana ..	1922

PRESIDENT.

General Lazaro Chacón.

MINISTRY.

Foreign Affairs	Dr. Eduardo Aguirre Velazquez.
Finance	Carlos O. Zachisson.
Interior	Rodolfo E. Sandoval.
Education	Abraham Cabrera.
Public Works and Commerce ..	Col. Daniel Hernández.
Agriculture	Manuel María Herrera.
War	General Juan B. Padilla.

NATURAL RESOURCES.

The staple product is **coffee,** mostly of fine quality and grown on volcanic soil in a warm climate at altitudes of 2,000 to 8,000 ft. The chief coffee districts are in the highlands on the Pacific slope from Guatemala City to the Mexican border and on the Atlantic side around Coban. Most of the coffee goes to San Francisco. There are over 2,000 plantations, and these occupy fully one-fifth of the cultivated area.

The coffee is mainly of Arabica type, and generally accounts for over 80 per cent. of the total exports. Exports during 1927 amounted to 1,146,934 quintals, with a value of $28,568,561, and in 1928 to 966,121 quintals, with a value of $23,048,390.

The **banana** industry ranks second only to coffee, and in addition to the large plantations near Puerto Barrios, upon the Atlantic slope, new estates have been opened upon the Pacific for the supply of the Californian market. The crop in 1927 showed an increase of 130 per cent. over that of 1926. In 1927 a total of 6,021,978 bunches, valued at $3,010,989, were exported, and in 1928 a total of 6,192,667 bunches, valued at $3,096,333.

Sugar is planted chiefly upon the Pacific slope at an altitude of 1,000 ft., and the estimated production is some 30,000 tons. The export fluctuates with demand. In 1927 it was 13,900,000 lb., and 18,976,907 lb. in 1928.

Guatemala has an effective monopoly of the **chicle** gum extensively used for chewing in North America. Large quantities of chicle are gathered in the Petén province and exported through British Honduras. In 1928 the export from Guatemala was 13,899 quintals.

The country is rich in **timber,** notably mahogany and cedar. The northern provinces contain vast areas of virgin forest largely unexplored. At present no exploitation on a large scale is carried out owing to the absence of railways and road communications, except in the Petén region, which is richest. About 150 varieties of timber have been classified. A value of £55,000 was exported in 1926, £130,000 in 1927, and £82,150 in 1928.

Maize yields two or, in the coastal regions, three crops a year, and forms the staple food of the people. Large areas suitable for wheat are devoted to coffee and sugar. Rice of excellent quality is grown for domestic consumption, as well as quantities of beans, sweet potatoes, and cassava (manioc).

Criollo, native **cotton,** is grown, and experiment has been made with superior varieties.

Important **cattle** estates exist upon the Pacific coast, and live fat cattle are exported. Wool is grown for local use in the western part of the country. The official estimate of 475,000 head of livestock (1923) included 245,500 cattle, 54,000 horses and mules, 133,000 sheep, and 32,000 pigs.

Hides were formerly exported in quantities of 2 to 3 million lb. annually, and latterly at the rate of 1,000,000 lb., with 897,000 lb. in 1927, and 1,307,248 lb. in 1928.

Other Products :—Coconuts, rubber, horn, honey, and beans are exported. Some 25,000 bee colonies, yielding about 1,000,000 lb. of honey and some 15,000 lb. of wax, are worked by German settlers. The export of honey in 1928 was valued at $93,178.

That Guatemala is not more productive is due to lack of capital, shortage of labour, and the want of communications. The coastlands are very fertile. The highlands, from the capital to Quezaltenango, could grow maize, wheat, and other cereals more than sufficient for the population. Along the Pacific coast the wild Manaco palm gives large quantities of nuts, at present allowed to waste, from which oil could be extracted. Large areas along the Northern railway need only an irrigation scheme for development, and there are enormous tracts of uncleared lands in the north.

Mineral Wealth :—There is not much mining activity, but a few small silver and lead mines are worked. Gold, copper, iron, lead, zinc and antimony have been found. Gold is worked from small placer mines. White marble is quarried near Zacapa.

Geologists are surveying several districts on behalf of oil companies and an experimental boring is being made at El Estor.

The lower cretaceous deposits of Coban in the East Verapaz district are said to be saturated with bitumen. The district of greatest interest lies in the square between Coban, Huehuetenango, Quiché and Salamá.

Exports :—The principal articles are stated in the order of their importance : Coffee, bananas, timber, sugar, chicle, minerals, hides, gold, beans, honey, skins, zacaton (heather root), maize, hats, wax, fibres, horn. Some 55 per cent. of the export and 55 per cent. of the import trades are done with the United States.

Manufactures :—Cotton goods are manufactured by modern methods at Cantel (Quezaltenango). Sacks, cordage and nets are made from native fibres. Baskets for coffee pickers and sun hats are produced from palm straw. Tanning and saddlery are well established; cement is made near the capital, and pottery, bricks and tiles are also produced. There are various flour mills, breweries, aerated water, soap and candle, ice and tobacco factories.

INTERNAL COMMUNICATIONS.

Railways :—The lines, all of 3-ft. gauge, give direct communication with Mexico and the United States. The Interoceanic from Puerto Barrios, Guatemala City, San José, is of 273 miles; a sixteen-hour journey by express. From Santa Maria on the Interoceanic a line runs via Mazatenango, Retalhuleu to Ayutla upon the Mexican frontier, where the National Railways of Mexico are joined after crossing a two-mile gap to Suchiate station.

From Zacapa, on the Interoceanic, a line is now open leading into the neighbouring Republic of Salvador, which facilitates

the export of Salvadorean coffee from the Guatemalan Atlantic port, Barrios.

The Occidental of 50 miles from Champerico connects with the Interoceanic at Retalhuleu and continues to San Felipe. There is a 23-mile line from the Pacific port of Ocós to Ayutla. All the foregoing belong to the International of Central America system.

The detached Verapaz railway, in the eastern half of the country, between Panzós on the Polochic River and Pancajché (28 miles), serves for the export of coffee in conjunction with lake and river transport.

A line under construction from San Felipe on the Occidental system to Quezaltenango—the Ferrocarril de los Altos—of some 30 miles, is designed for electric power.

Roads and Waterways :—There has been a notable advance in road-making during recent years. The principal roads from Guatemala City radiate (1) to Antigua; (2) to Chimaltenango; (3) to the Salvadorean frontier via Barberena and Cuilapa. Others of importance are the Zacapa-Chiquimula road, the Retalhuleu–Quezaltenango, and the Quezaltenango–San Marcos, Huehuetenango, Totonicapán, and Quiché roads.

The bridging of El Rosario River affords a new highway from Retalhuleu to the sea at Champerico.

Small steamers ply from Livingston to Panzos on the Polochic River, using the Dulce River and Lake Izabal. Motor boats and canoes work on the Rivers Usumacinta, Pasion, Chixoy and Motagua, and upon Lakes Petén and Atitlán.

FOREIGN TRADE.

Gold quetzales = U.S. dollars.

	Imports.	Exports.
1927	$19,785,331	$33,915,225
1928	$24,145,181	$28,211,572

PUBLIC DEBT.

Four Per Cent. External Debt.

December 31, 1927 .. .. .. £1,752,423

International Railways Bonds.

December 31, 1927 .. .. .. $2,489,000

TOTAL PUBLIC DEBT.

December 31, 1927 .. .. .. $18,608,219
December 31, 1928 .. .. .. $16,836,801

CURRENCY, WEIGHTS AND MEASURES.

Currency :—The unit is the "quetzal," equivalent to the U.S. gold dollar. Gold coins of 20, 10, and 5 quetzales, and Silver coins of ½, and ¼ quetzal, 10 cents. and 5 cents., are in circulation. The paper currency, ranging from 500 pesos down to 1 peso, is inconvertible, and its value has been stabilized at the rate of 60

pesos to the quetzal. There are bronze 5, 1 and ½ peso pieces. The United States dollar is legal tender and in use in retail as well as for ign commerce.

Weights and Measures:—The metric system is used officially, but certain Spanish standards are current. Land is reckoned by caballerias. Cloth is sold by varas. Coffee and sugar are weighed by quintals.

1 league = 3 miles.
1 vara = 32 in.
1 manzana of land = 100 varas square.
1 caballeria of land = 100 manzanas = 45 hectares.
1 libra (Spanish) = 16 oz. Spanish.
1 arroba = 25 lb. = 25·35 lb. English.
1 quintal = 100 libras = 101·4 lb. English.
1 tonelada = 20 quintals = 18·10 cwt. English.

PRESS.

The principal newspapers published in the capital are: "Diario de Guatemala," "Diario de Centro-América," "Excelsior," "El Imparcial," "Nuestro Diario," "El Dia," "El Guatemalteco," and "El Tiempo."

PUBLIC HOLIDAYS.

New Year's Day.
June 30: Reform Day.
September 15: Independence Day.
October 12: Discovery of America.
October (three days following the last Sunday): Festival of Minerva.
Christmas Day.

The principal feast days of the Roman Catholic Church are also observed.

POSTS AND TELEGRAPHS.

There are national telegraph and telephone systems with about 5,000 miles of wire. Messages in code or in language other than Spanish are charged extra rates. There is direct telegraphic communication with El Salvador. There is a wireless station at Guatemala City.

Mails to and from England are dispatched via the U.S.; homeward mails arrive two or three times a week. The postage on letters from the United Kingdom is 2½d. the first ounce and 1½d. thereafter.

Letters between New York and Guatemala City take a week, and from Europe some 20–25 days. Guatemala is in the Postal Union.

A **broadcasting** station near Fort San José was formally opened in 1925.

BRITISH LEGATION AND CONSULATES.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant.

RESIDENCE.	RANK.	NAME.
Guatemala (M)	En. Ex., Min. Plen., and Consul-General.	H. A. Grant Watson.
Livingston and Port Barrios	Vice-Consul	O. L. Baily (act.).
Quezaltenango	Consul	Hugo Fleischmann.
San José	Vice-Consul	L. S. Summerhayes (act.).

GUATEMALAN LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London (11 Queen Victoria Street, E.C.4)	Envoy Extraordinary and Minister Plenipotentiary.	Dr. José Matos.
Liverpool	Consul-General	León de Leon Flores.
London (11 Queen Victoria Street, E.C.4)	Consul General	Federico Batres A.
Cardiff	Consul	Alfred John Bovey.
Glasgow	Consul	Patrick Smith Dunn.
	Vice-Consul	W. J. M. Sloan.
Grimsby	Consul	Ernest Sutcliffe.
Southampton	Consul	J. E. Dawe.

Touring in Guatemala.

Dr. Thomas Talbot Waterman, an American citizen, has said: "The scenery of the Canadian Rockies is marvellous and inspiring; but the appeal of ancient ruins and buried cities is lacking; there is scenic grandeur alone. In Egypt there is the appeal of antiquity, but scenic splendour is lacking. But in Guatemala you have the grandeur, majesty, and sublimity of towering mountains, the beauty of shimmering lakes and turquoise skies; and with all that the subtle lure and mystery of ancient ruins and buried cities. With good automobile roads the country would be a tourist paradise."

The waters of **Lake Atitlán,** some 17 miles in length, lie below the town of Sololá, distant 73 miles from Guatemala City and 37 miles from Nahualate railway station. South of the lake are three volcanic peaks, Atitlán, San Lucas, and San Pedro of about 11,000 ft. The town of Sololá stands about 7,000 ft. above sea-level, and a road cut through the solid rock, steep but negotiable by motor, leads down to the Indian village of Panajackal on the lake side. There are two hotels. There is sublime scenery, and much interest is found in the ruined stronghold of the Tzutujil tribe and the life of the Indian town. The natives, although christianized, observe their ancient rites and wear their tribal dress.

Antiquities :—Archæologists have brought to light remains of apparently three civilizations, described by Dr. T. T. Waterman, of the National Museum of Guatemala, as (1) Zapotec (or Aztec); (2) Maya (older than Zapotec); (3) a nameless culture older than either. Interesting ruins of ancient settlements with mounds and pyramids are found in the coast region of Western Guatemala, not far from the railway line connecting Guatemala City with the port of San José. Opportunity for a great deal of new exploration remains.

In addition to large architectural works much eroded by rainfall and masked by vegetation, there are other relics, notably fragments of pottery and chips of obsidian. Scattered over the sites are large building stones, of volcanic material, beautifully squared and dressed. Some of the buildings bear colossal heads, carved in stone, and apparently used to ornament great façades.

Baúl and Pantaléon are points at which carvings of marked artistic merit exist. Valuable archæological work has been done by the staff of the National Museum in Guatemala. In interest the remains challenge comparison with Greece and Egypt.

The Maya remains near Quiriguá may be compared with those still nearer to the Honduras border at Copan. Others exist northward in the remote Petén district at Tikal and, westward, at Chaculá (Huehuetenango).

The monuments at Cotzumalguapa (south of Escuintla), at Mitla (Jutiapa), at Utatlán (Quiché), and Tecpán belong to later civilizations.

Guidance for Commercial Travellers.

Certificates of identification are required issued by the employer, firm, or Chamber of Commerce. Three copies of the certificate, in Spanish, upon a specified form are requisite, and each needs to be legalized by a Guatemalan Consul. On arrival in Guatemala the certificate must be produced to the Customs authorities, and will be endorsed on payment of a fee of about £5.

Duty is payable upon travellers' samples, and the amount is reimbursed if the samples are re-exported within two months. A Consular invoice is not necessary with travellers' samples, but a list in triplicate detailing the contents must be presented to the Customs.

Notice was given in the "Diario Oficial," May 30, 1925, that:

1. Privileges or exclusive rights of private persons or commercial houses for the importation, sale, or rental of merchandise or other commercial objects are not recognized. The protection which the trade-mark law grants to proprietors or concessionaires is not extended to the exercise in the country of exclusive privileges for the importation or sale of merchandise or other commercial objects.

2. Neither is recognition given to these privileges or rights in favour of private persons or commercial houses, for exhibitions, displays, or announcements, which impede in any manner free commercial or industrial competition.

3. The person, whether natural or juridical, who in contravention of this law hinders commercial freedom, will be punished with a fine of 100 to 1,000 quetzales.

HONDURAS

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

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La Ceiba, upon the Atlantic coast, is some 225 miles from Tegucigalpa and 33 from Tela. It is the terminus of a railway running through the banana country and is of considerable commercial importance. The average annual rainfall is about 120 in., and temperature ranges between 78° to 88° Fahr. Population, 12,000.

HOTELS :—Roma, Paris, $4 per day, including meals.

Amapala, the only port of Honduras on the Pacific coast with a good anchorage, is on Tigre Island, in the Bay of Fonseca. It is visited by the P.S.N. and other regular steamers from Cristóbal (Panamá). It affords a route to the capital by launch to Lorenzo, and then 90 miles by motor-car, a six-hours' journey. Vessels lie off shore, and small boats land the passengers. The population is some 2,500. The climate is oppressive.

HOTELS :—Morazan and Venecia.

Tegucigalpa, the capital and chief commercial city, is situated 3,200 feet above sea-level, approximately 100 miles from the Pacific, or 200 miles from the Atlantic coast. There are silver and some gold mines in the vicinity and the city serves a large sub-tropical agricultural area. Founded in the sixteenth century at the foot of Mount Picacho, it bears a name taken from the Indian words for "Silver Hill." It is divided simply by the River Choluteca from the neighbouring town Comayaguela. Population, 27,000.

Tegucigalpa is accessible readily from the Pacific port Amapala (q.v.), by which route all heavy goods are taken. The Atlantic coast can be reached by motor-car via Lake Yojoa and Potrerillos whence there is a railway to San Pedro Sula and Puerto Cortes. The journey, ordinarily of two days' duration, costing $20, can be performed by special car and train in one day for about $150. An aeroplane owned by the Tela Railroad Co., and carrying passengers by arrangement, makes three journeys a week (fare $75 U.S. currency) to Tela, whence there are direct steamers to Bristol and New Orleans. The route to the Atlantic is mountainous and highly picturesque. The new road from Tegucigalpa to Santa Rosa de Copán is nearing completion.

HOTELS : Ritz, Ambos Mundos, Roma; rates, $2–3 (U.S. currency) daily, including meals.

Choluteca is a sixteenth-century town, 37 miles from Amapala, and approached from that point by boat to Pedregal, some seven miles distant by road. The journey of 80 miles to the capital can be continued by motor-car from San Lorenzo, which last is reached after five hours' mule-back. It is the centre of a cattle district, and there are mines in the locality. Population, 9,600.

Comayagua, population about 9,000, stands on the river Humuya, 70 miles north-west of Tegucigalpa, and accessible from that point by motor-car. The climate is tropical but healthy. The cathedral

is notable, and the town is one of some culture with a school of law. Formerly a seat of mining, the industries of the district are now purely agricultural.

HOTELS :—Colón, Cabanas.

Cuyamel, about 20 miles west of Puerto Cortes, is the seat of an important fruit company and a shipping point for bananas. Population, 1,000.

Juticalpa, the second city in population, stands in a rich mineral district, 2,700 feet above sea-level. It is 120 miles north-east of the capital, and accessible by mule from Trujillo, La Ceiba or Tegucigalpa. Population, 8,600.

La Paz, capital of the province of the same name in the western part of the rich Comayagua Valley, is one of the oldest towns. It has a population of some 4,000, and is a mining as well as an agricultural centre. Amapala, the nearest port, is connected with the town by road. Tegucigalpa is 63 miles distant.

Puerto Cortés, 38 miles from San Pedro Sula and 207 from Tegucigalpa, stands near the mouth of the Ulua River, which affords water communication via the Rio Blanco to the Lake of Yojoa. The largest port on the Atlantic coast, and only three days' steam from New Orleans, it is the port for all the produce grown on the Puerto Cortés-Pimienta Railway line. The climate is torrid; the rainfall averages 90 in. annually. Population, 2,500.

HOTELS :—Italia, Lefevre.

San Pedro Sula, in the fertile and extensive Sula valley, is served by the National Railway of Honduras. It is 40 miles from Puerto Cortés, and 216 from Tegucigalpa. It is the centre of the banana-growing industry, and an important distributing point for the interior of northern and western Honduras. Population, 16,000.

HOTELS :—Internacional, American.

Santa Rosa de Copán, the largest city in the northern part of the Republic, is the centre of a rich mining and cattle-raising district. It is 140 miles south-west from San Pedro Sula and 249 miles from Tegucigalpa. Population, 10,000, and chiefly Indian.

Tela, in the lowlands between Puerto Cortés and La Ceiba, is a rising centre of the banana trade and the focus of a network of light railways. The harbour is good, and the port is used by New York, Bristol, and New Orleans fruit steamers.

HOTELS :—Cabanas, Balderach.

AIR SERVICE to Tegucigalpa.

Trujillo (or Truxillo) was formerly the chief trade centre on the Central American Atlantic coast. The trade has declined, but may be expected to revive with the completion of the railway. Principal products: fruits, cattle, rubber, hides, mahogany, and other woods. The Trujillo Railway is to connect that port with Juticalpa and Tegucigalpa. Population, 2,000; climate salubrious.

HOTELS :—Codina, Steiner.

PHYSICAL FEATURES.

Honduras has an area of about 46,300 square miles. It has a coast-line on the Atlantic Ocean of 400 miles, and on the Pacific Ocean of 60 miles. The Republic lies between latitudes 13° and 16° north of the Equator, and longitudes 86° and 92° west. Its frontiers are contiguous with those of Nicaragua, Guatemala, and El Salvador. The country is mountainous, richly timbered, and abounds in minerals, the principal of which so far developed are silver and gold. Fertile valleys and pine-clad tablelands afford continuous panoramas of magnificent scenery. Volcanoes are unknown, but slight and harmless seismic shocks are occasionally felt. The volcanic chain, which periodically causes havoc in Salvador and Guatemala, breaks off at Honduras, and is marked by volcanic islands in the Gulf of Fonseca on the Pacific coast. The mountains are in places over 10,000 ft. high. The Comayagua plain, 40 miles in length, is of great fertility, and there rises the Ulua River, the chief in the Republic.

The more important rivers flowing towards the Atlantic are the Chameleco, Ulua, Aguan, Sica, Patuca and the Wanks, which forms the boundary with Nicaragua. The Choluteca and Nacaome flow to the Pacific. Lake Yojoa, some 25 miles long and six wide, is navigable, and via the Blanco River is in communication with the Ulua and thus with Puerto Cortés.

Along the Atlantic (Caribbean) and Pacific coasts the **climate** is generally torrid, but modified by trade winds and heavy rainfall. At the higher altitudes the climate is temperate, pleasant, and healthful. The temperature in the neighbourhood of Tegucigalpa averages about 74 degrees. On the Pacific coast the dry season begins in November and ends in May : on the Atlantic it lasts from March or April to early November.

The census of 1926 shows a **population** of 700,811, and illiterates compose 73 per cent. of the total. The foreign residents, who include Jamaicans employed on the banana plantations, are thus recorded :—

British	3,977	Mexican	322
United States	1,757	German	246
Syrian and Turkish	1,066	Italian	242
Spanish	464	French	170

GOVERNMENT.

The Republic declared its independence on September 15, 1821. The **Legislature** consists of a single Chamber, the Congress, composed of 42 Deputies, elected in the ratio of one per 10,000 inhabitants, for four years. Congress assembles annually on January 1, and the Sessions last for 60 days. The executive Authority rests with a President, elected also for four years, assisted by a Cabinet of six Ministers, representing the Departments of Foreign Affairs, Government and Justice, War and Marine, Finance, Public Works and Agriculture, and Public Instruction.

There is a Supreme Court with five judges chosen directly by popular vote for four years. There are also four Appeal Courts and departmental and local judges.

The National University is at Tegucigalpa, and there is a school of jurisprudence at Comayagua.

The **language** in general use is Spanish. English is freely spoken on the north coast.

The country is divided for administration into seventeen departments and one territorial district :—

Tegucigalpa	Choluteca	Copán
Gracias	Olancho	Santa Barbara
El Paraiso	Cortés	Intibuca
La Paz	Comayagua	Ocotepeque
Valle	Atlántida	Colón
Yoro	Islas de la Bahia	Territory of Mosquitia

Public Debt :—After remaining for nearly half a century in default of the interest upon its foreign bonds, the Government ratified in March, 1926, a new agreement with the bondholders. A special Consular tax of 3 per cent., levied abroad, has been imposed upon the value of imports, and from the proceeds thirty annual payments are to be made each of £40,000.

External Debt :—£5,398,570.
Internal Debt at July 31, 1928 :—Pesos 28,528,322.

PAST PRESIDENTS (SINCE 1899).

General Sierra	1899
General Manuel Bonilla	1903
General Miguel R. Dávila	1907
General Manuel Bonilla	1911
Dr. Francisco Bertrand	1913 and 1916
General Rafael López Gutierrez	1920
General Vicente Tosta	1924
Miguel Paz Barahona	1924

PRESIDENT.

Dr. Vicente Mejia Colindres (1929).

MINISTRY.

Foreign Relations	Dr. Jesus Ulloa.
Finance	Rafael Diaz Chavez.
Government and Justice	General Vincente Tosta.
War and Navy	Dr. Jose Maria Ochoa Velasquez.
Education	Celeo Davila.
Public Works	Salvadore Corleto.

A HONDURANEAN CALENDAR.

1498. Americo Vespucci explores the Honduranean coast.
1502. Columbus lands at Cape Honduras and annexes the country.
1524. Cristóbal de Olid, sent by Cortés to exploit the colony, establishes himself as an independent ruler.
1525. Cortés reaches Honduras and displaces Cristóbal de Olid.
1539. Honduras included in the Captaincy-General of Guatemala.
1821. Honduras declares its independence. Joins the Central American Federation.
1839. Dissolution of the Central American Federation.
1859. Great Britain cedes the Bay Islands to Honduras.
1871. War with Guatemala.
1894. War with Nicaragua.
1897. Joins the "Greater Republic" of Central America.
1907. Honduras and Salvador at war with Nicaragua.
1919. Joins the League of Nations.
1921. Central American Federation Treaty signed.
1924. Dictatorship declared. Civil war.
1926. Ratification of scheme of Foreign Debt liquidation.
1927. Suicide of Díaz, revolutionary leader.
1928. Presidential election. Boundary negotiations with Guatemala.

NATURAL RESOURCES.

The principal article of export is the **banana,** in which there is a large export trade with the United States. The tree grows wild at elevations up to 3,000 feet, but cultivation is confined to the north coast and to distances of some 60–70 miles from the sea. In 1928 the export of bananas showed a large increase at 27,462,142 stems over 19,320,200 in 1927.

Sugar is grown for local consumption and export and upon an increasing scale. Exports were 22,320 tons in 1928. There are large sugar factories at Monte Cristo, near La Ceiba, and La Lima, near San Pedro Sula.

Coconuts are grown upon the Atlantic seaboard, and over 11 millions were exported in 1926–27, together with 552,000 lb. of copra.

Coffee, chiefly planted in the districts of Danli, San Marcos de Colón and Santa Barbara, was exported in quantities of about 1,500 tons in 1927 and 2,232 tons in 1928.

Mahogany, of the open-grained variety known as baywood, was more common before the depletion of the forests. It is worked principally upon lands near the coast, and floated down to the sea.

The country abounds in vegetable oils, the chief being corozo-nut. The uncultivated lands are covered with fine timber, such as mahogany, pine, cedar, oak, and ebony; as grazing lands they are unrivalled. The country is well watered and excellent for cattle raising. Sarsaparilla, hides, and rubber are all produced. Cotton has been successfully grown upon an experimental scale at Choloma. Tobacco is produced for local consumption and manufactured into cigars.

Cattle raising is practised in the Olancho and Yoro districts and the country has carried 400,000 to 500,000 head of horned cattle. There are some 800 haciendas.

Although rich in **minerals**, the greater part of the country remains unexploited. The most important mining concern is the New York and Honduras Rosario Mining Company, Inc., which has been producing gold and silver for many years. The mine is at San Juancito, near Tegucigalpa. Gold washing is carried on in the rivers Panal, Rosario, Almendares, and España, notably in the department of Olancho. The export of gold, 1926–27, was £5,000.

Silver is the chief mineral. In 1928 silver bars weighing 138,700 lb., valued at £255,864, were exported. Rich copper and magnetic iron ores occur in Yoro, near Olanchito, coal is got near Tegucigalpa, and lead, zinc, antimony, and cinnabar are worked upon a small scale.

FOREIGN TRADE.

	Imports.	Exports.
	U.S. Dollars.	
Financial year ending July 31, 1928	$12,573,595	$23,142,737
" " " " 1927	$10,630,416	$17,546,290

INTERNAL TRANSPORT.

The existent **railways** extend along the north coast serving the banana plantations and the Caribbean ports. The National Railway, Government owned, and operated by the Cuyamel Fruit Company, connects Puerto Cortés with Potrerillos, 60 miles inland, and an extension to Lake Yojoa is in project. The line joins the Interoceanic Highway, rendering it possible to reach the capital and the Pacific Coast by train, boat, and motor-car in a single day.

Vaccaro Brothers & Co. operate 250 miles of plantation railway in the banana territory east and west of Ceiba. The Tela Railroad Co. has 230 miles, and the main line connects Tela and Progreso. The Truiillo Railroad is to be extended to Juticalpa and eventually to Tegucigalpa. The Cuyamel Fruit Co. has 33 miles of rail in the Cuyamel district, running from the port of Omoa. The Tropical Timber Co. has some 7 miles of railway.

The total mileage of railways, all of narrow gauge, exceeds 1,000.

The **road** surfaces, generally unsatisfactory, are being improved. Steel bridges across two rivers and various new stone bridges allow motor lorries to ply between Tegucigalpa and Comayagua (70 miles), even in the rainy season, and other bridges are to be constructed on the Interoceanic Highway. A new agricultural district is being opened by bridge and road construction between the capital and Olancho.

CURRENCY, WEIGHTS AND MEASURES.

The nominal value of the national **peso** is 50 cents U.S. The law of 1926 establishing the gold "lempira" as the base of the monetary system has not been brought into effect. U.S. paper currency and the silver pesos of several neighbouring Republics circulate extensively. Proposals to make the lempira and U.S. currency the sole legal tender have been introduced.

The **metric** system is the legal standard, but merchants import goods by the pound and yard.

POSTS AND TELEGRAPHS.

Mails for the capital and southern districts are brought from Puerto Cortés by rail to Potrerillos, and thence by mule to Tegucigalpa. Letters for England are 5d. first ounce, and 2d. thereafter. To the United States the charge is 1½d. per ounce.

Letter post from London to Tegucigalpa, via New York and New Orleans, takes 25 to 30 days; newspaper and parcel post, via France and the Panamá Canal, takes three to four months to the capital. Parcels from the United States for Tegucigalpa arrive via the Panamá Canal. Postage 2½d. for the first ounce, 1½d. for each ounce after. Air mail to U.S.

Telegrams are 7½ cents gold for five words, address and signature free, for any part of the Republic, or of Central America.

The Tropical Radio Company (a subsidiary of the United Fruit Co.) maintain a powerful radio station at Tegucigalpa in communication with New Orleans. There are wireless stations also at Puerto Cortés, Tela, La Ceiba, and Puerto Castilla.

THE PRESS.

The principal **newspapers** published at Tegucigalpa are: "El Cronista," "El Sol," and "Renacimiento," a monthly review.

PUBLIC HOLIDAYS.

January 1: New Year's Day.
January 19: National Holiday.
February 1: Inauguration Day.
July 14: Fall of the Bastille.
September 15: Independence Day.
September 29: St. Michael's.
October 3: Francisco de Morazan.
October 12: Discovery of America.
Many of the feast days of the Roman Catholic religion are observed.

BRITISH LEGATION AND CONSULATES IN HONDURAS.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
(*See* GUATEMALA.)	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General.	H. A. Grant Watson	—
Tegucigalpa ..	(M) Consul	J. Walter (Act.) ..	Republic of Honduras.
Amapala ..	Vice-Consul	P. Casanova ..	—
Omoa and Puerto Cortés	Consul	John Hepburn ..	Omoa and Puerto Cortés.
Trujillo ..	Consul	Albury H. Tatum ..	Trujillo and the Bay Islands.

CONSULATES IN GREAT BRITAIN.

RESIDENCE.	RANK.	NAME.
London (Oxford House, 9 Oxford Street).	Consul-General	H. Blanco-Fombona.
Birmingham	Consul	Philip Cohen.
Cardiff	Consul	Alfred John Bovey.
Grimsby	Consul	Jack Sutcliffe.
Liverpool, Manchester	Consul-General	Antonio Lardizabal.
Newcastle-on-Tyne	Consul	William Dodds.
Glasgow	Consul	Sir Archibald Craig.

Information for Passengers.

Passengers booked to Honduras require a certificate to show that they have been vaccinated within the last three years, and, in addition, a certificate of general good health. The certificates do not require to be *visé* by a Consul officer.

Guidance for Commercial Travellers.

Commercial travellers are not required to take out licences. No tax is imposed by the Government, but certain municipalities impose one.

The municipal tax for commercial travellers in the city of Tegucigalpa is 25 dollars U.S., valid for one year.

Samples without value, when of a weight not exceeding 25 lb., are subject to duty of 0·01 pesos per ½ kilo (gross weight).

In entering samples of value the commercial traveller or his agent must present an examination permit for his samples in quadruplicate, costing $2.50. The Customs give the traveller one copy of the receipt accompanied by a transit permit for the re-embarkation of the goods. This can take place through any Custom House. Deposit may be required of the amount of duty.

MEXICO

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MEXICO.

Mexico City, capital and commercial centre of the Republic, has a population of some 900,000, including a large proportion of foreigners. The city is 7,400 ft. above the sea. It is laid out prettily with trees and flowers, and has fine modern buildings besides a squalid old quarter. The climate is mild and exhilarating except for a few days in mid winter. Between November and March the tourist season is at its height, but the summer months are regarded as best by residents. The range of temperature is 35–75° F. with 65° as a mean; the nights are always cool.

The city is the oldest in North America. It is built upon the remains of the Aztec capital Tenochtitlan, and covers some 15 square miles. The streets running east and west are designated "Avenidas," and those north and south "Calles." Much rebuilding has been done in the last few years, and the architecture ranges from the Spanish-Moorish to the most modern style.

The city is reached by five principal gateways upon the U.S. frontier; respectively Brownsville-Matamoros, Laredo, Eagle Pass, Nogale, and El Paso. Of these five the Laredo route (36 hours) is the most recommended. Standard Pullman sleeping-cars and through bookings by the National Railways of Mexico are available upon all of them. The capital can be approached conveniently by rail from Tampico (600 miles) and Vera Cruz (263 miles) on the Gulf coast, or from Manzanillo upon the Pacific (381 miles). Air lines are now established between Brownsville and Mexico City (6 hours), El Paso and Mexico City (8 to 9 hours), Brownsville and Mazatlan via Monterrey, Torreon, and Durango (11 hours), and other points; large passenger planes are being generally used.

Hotels :—Geneve (American-owned, family, 250 rooms, thoroughly modern, from $2.50 U.S. currency); Regis (500 rooms, renovated 1922); Princess (high-class, moderate charges); Guardiola (commercial); Mancera (commercial); Ritz; Imperial (near Colonia station).

Restaurants :—Sanborn's, "The House of Tiles"; Prendes; Mitla (Mexican dishes); Chapultepec; Sylvains; Bella Venezia; Liverpool.

Railway Stations :—Colonia (for Laredo, El Paso, Manzanillo, and Tampico); Mexicano (Vera Cruz and Tehuantepec); San Lázaro (Vera Cruz); Peralvillo; San Rafáel and Atlixco.

Conveyances :—Almost any type of car, 1 peso for 30 minutes, 1.50 per hour; slight increase for Sundays and holidays.

Shops of modern metropolitan style sell gems, laces, and fine linen to advantage. Mexican blankets are famous as rugs. The antique shops traffic in fans, laces, pottery, chests, and candelabra of the Spanish era. Mexican cigars and cigarettes make a special appeal to smokers.

AMUSEMENTS :—The Nacional, a Government theatre, is intended for grand opera; its appointments include a 30-ton glass-fronted fire-curtain, almost unique in the world. Opera is performed at the Arbeu Theatre. The Virginia Fabregas and Esperanza Iris are important dramatic houses. The Politeama, Principal, and Lirico are variety houses. Among the many cinemas the Olimpia, Palacio, Monumental, and Parisiana are high class.

The Plaza de Toros (bull-ring) seats 20,000; the chief fights are held in November to March. Pelota is played three or four times a week in public. Some of the best "Fronton" games in the world are played in the new, splendid "Fronton Building." There are numerous excellent tennis clubs throughout the city. Good golf is obtainable at the Mexico Country Club and the Chapultepec Heights Country Club.

Addresses :—

British Legation, 4A Calle del Lerma No. 71.
Consulate-General, Ave. Madero No. 1.
U.S. Consulate-General, Plaza de la Reforma 2.
Central British Chamber of Commerce, Plaza del Colegio de Niñas 4.
American Chamber of Commerce, Gante 4.
Y.M.C.A., Apartado 136.

Excursions in and around the city may easily occupy ten days. The plazas and avenidas command first attention. The Alameda and Chapultepec Park are visited by military bands every Sunday. The Paseo de la Reforma, lined with statues and leading towards Chapultepec, affords perhaps the most celebrated drive. The cathedral, with a doubtful Murillo, dates from 1573.

The Palacio Nacional, opened to accredited visitors upon Sundays, is the seat of Government, and contains the office of the President. The Palacio Municipal, founded 1532, occupies the site of an ancient Aztec residence. The Flower Market is near the Alameda. The Monte de Piedad, the national pawnshop; the Museo Nacional with archæological, natural history, anthropological, and Mexican historical sections call for notice. The Academia Nacional de San Carlos, or National Gallery, and known also by other names, houses paintings by European and Mexican masters. There are fifty or more churches. The Chapultepec Castle, the city residence of the President, may be visited between October and April by permits which need to be applied for well in advance.

Environs:—

COYOACAN, the oldest, contains the old Cortés Palace, the first seat of the Spanish Government, and now a municipal building.

GUADALUPE HIDALGO, 2¼ miles north-east, contains a large church, with a miraculous portrait of the Virgin, the most popular shrine in the Republic, visited by enormous numbers of Indians. The silver railing is estimated at 27 tons weight.

LA VIGA may be visited by car to Embarcadero, where canoes are taken for the floating gardens at Santa Anita and Ixtacalco. The canal extends five miles to Mexicalcingo and to the foot of Cerro de la Estrella (1 mile) and Lake Xochimilco (1 mile).

MIXCOAC, nine miles south-west, with large nursery gardens.

SAN ANGEL, nine miles south-west of Plaza, a fruit-growing centre, on the southern slope of the mountains, accessible by tramway.

TACUBAYA, seven miles south-west, is one of the most populous and fashionable suburbs, with large country houses and the National Astronomical Observatory.

TLALPAN, eleven miles south of Plaza, the farthest out and most picturesque of all, with a modern municipal palace and various factories.

THE PYRAMIDS.

TEOTIHUACAN, 24 miles by motor-car via Guadalupe and the former Lake Texcoco; or by Mexican Railway to San Juan station (2 miles distant).

The name signifies "Abode of the Gods," and the remains of the ancient city are traceable over an area of 2 by 4 miles. The Pyramids form the largest artificial mounds upon the American Continent. The Pyramid of the Sun (216 ft. high) approaches Egyptian dimensions. The sides are terraced, and wide stairs lead to the summit. The Pyramid of the Moon has a height of 140 ft. There are Temples of Agriculture, of Tlaloc (the Rain God), and of Quetzalcoatl (Lord of the Air and the Wind) and a broad way, the Highway of the Dead. Subterranean buildings with large halls and coloured decorations, as well as certain superposed buildings of a later period, claim attention. The whole is of an awe-inspiring grandeur.

Tampico, a main port for most classes of cargo, has become the chief commercial centre in Northern Mexico, largely by dint of the development of the oilfields. The port is seven miles up the River Panuco, and oil tanks and refineries extend for miles along the southern bank. It has 76,000 population, and is much Americanized. Its situation is beautiful, the summer heat is tempered by sea breezes, and the winter minimum of 45° F. makes the town a favoured winter resort. June and July are the most trying months.

The Carpintero Lagoon is flanked by villa residences. The Playa de Miramar, a bathing resort, is a tram ride from the city. La Barra is a seaside holiday place near the entrance to the Pánuco River. The Chairel Lagoon, with its wooded islands, affords sport amongst its wildfowl. The tarpon fishing is famous.

HOTELS :—Imperial, Southern.

RAIL :—To Mexico City (600 miles), Laredo, and U.S.A.

AIR SERVICE :—To Mexico City.

Vera Cruz, one of the chief ports, and some 263 miles from Mexico City, is on a low alluvial plain bordering the Gulf coast. It has a splendid harbour built by the English firm of Pearson, who also effected the sanitation, paving and water supply of the city. The town retains many picturesque white-walled buildings, and it remains pleasing and healthy despite a warm and moist climate. It has a large trade with the interior, and has numerous wholesale houses of importance. Population, 60,000.

HOTELS :—Diligencias, Imperial, Terminal, Mexico, Colón. Charges from $2.50 (Mexican) up.

RAIL :—To Mexico City (12 hours) by Mexican Railway, or by Interoceanic Railway (13 hours). To Salina Cruz and Puerto Mexico. To Alvarado and forward by steamers on the Papaloápam River.

AIR SERVICE :—To Merida.

OTHER TOWNS.

Acapulco, on the Pacific and 320 nautical miles from Manzanillo, has a population of 6,000 and a trade in fruits, vegetables, cereals, tobacco, and cotton. It is a place of call for San Francisco steamers, and is connected by a new motor road with the capital. Vessels anchor offshore.

HOTELS :—Jardín, Pacifico.

Aguascalientes, capital of the State of this name, 364 miles northwest of Mexico City, has a population of 54,000 and stands at an

altitude of 6,280 ft. on the left bank of the Aguascalientes River among volcanic hills. As the name of the town would indicate, there are hot springs in the vicinity. The climate is very mild and the death-rate low. Wool and cotton mills, tobacco factories, potteries, brewing and distilling, are local industries. Horsehair hats and drawn linen are sold to tourists. The plazas are luxuriant in vegetation. A series of catacombs excavated by some forgotten tribe commands interest.

HOTEL :—Bellini.

RAIL :—National Railways, four hours to Mexico City; 19 hours to Tampico, via San Luis Potosí.

Amecameca, at the base of Popocatepetl, is visited in large numbers by the devout who visit the tomb of Fray Marten de Valencia and an image of Santo Entierro. The town is 36 mile by rail from Mexico, and makes a good base for the ascent of the mountain.

HOTEL :—San Raphael.

Campeche, on the western coast of Yucatan in south-eastern Mexico, has a population of 18,000, and a beautiful situation. It is 820 miles from Mexico City and 576 from Vera Cruz. Logwood, sisal, hides, and produce are its chief exports. Tortoiseshell combs and Panamá hats are local products admired by visitors. New York steamers call. Steamships anchor in the bay.

There are beautiful and wonderful caves at Bolonchenticul, some 40 miles eastward.

HOTELS :—Betancourt, Pasaje, Salazar.

LOCAL STEAMERS :—To Vera Cruz.

Chihuahua, capital of the State of the same name, is 1,000 miles from Mexico City. It is the most important of northern Mexican towns, and the centre of a rich silver mining district. It stands 4,600 ft. above sea-level, and its population of 40,000 includes a strong proportion of English-speaking people. The climate is a delightful one, and the summer temperature (May to July) is some 94; the rains last from the end of June to October. Dogs of the famous Chihuahua breed are obtainable. The cathedral, begun in 1717, is of interest, as is the tower in which Hidalgo awaited his execution.

The famous Santa Eulalia mining camp is near at hand, and five miles distant from the town stands one of the largest and most modern smelting plants in the world. Electric power is furnished by a large Canadian-owned station on the Conchos River.

HOTELS :—Palace, Robinson, Ahumada, Colón.

RAIL :—To Ciudad Juarez (El Paso) and Mexico City (National Railways); the Kansas City, Mexico and Orient Railway connects with the Chihuahua and Pacific Railway.

Ciudad Juarez, the frontier post on the border of New Mexico, opposite El Paso, is 1,221 miles from Mexico City, which is reached in 48 hours by Pullman car. Baggage is inspected at this point. The town is some 3,100 ft. above sea-level.

Colima, the capital of its State, is in the valley of the river of the same name. Its altitude is 1,600 ft., and its population 30,000. Fine views are seen of the Colima volcano (12,278 ft.) and El Nevado mountain (14,370 ft.); ascents are made from Zapotlán.

HOTELS :—California, Fénix, Carabanchel.

RAIL :—To Manzanillo, Guadalajara, etc., by National Railways.

Cuautla, 85 miles from the capital, and 4,350 feet above sea-level, is a spa and sanatorium noted for its sulphur springs and mild climate.

HOTELS :—San Diego, Providencia.

Cuernavaca can be reached from Mexico City in two hours by motor or train. The place is much used for week-end holidays by residents of the capital. The name suggests the horn-shape of the ridge upon which it stands, but is more probably derived from an Indian place name. The town is a health resort of 7,000 population, and capital of Morelos State. It is at 4,500 ft. altitude, sheltered to the north. The climate and scenery are among the best that the country affords. The cathedral market and Cortés Palace, the market and Borda Garden are sights in the town. The Cacahuamilpa Caverns are possibly the largest caves in North America, and can be reached by motor; the Xochicalco ruins are passed en route.

HOTELS :—Madrid, Bella Vista, Morelos and Borda Gardens.

Durango, capital of Durango State, 6,000 ft. above the sea, with 40,000 population, enjoys a remarkably healthy climate. Duck shooting is good, and grizzly bears, deer, wolves, and other game are to be found in the neighbouring hills. There is a cathedral and a famous iron-water spring.

HOTELS :—Paris y San Carlos, Internacional, Hidalgo, Estación.

RAIL :—To Torreon or Canitas for main line connections.

Guadalajara, capital of the State of Jalisco, stands at an altitude of 5,200 ft., 381 miles from Mexico City, or 223 from Manzanillo. Population, 140,000. One of the finest and cleanest of Mexican towns, it resembles the towns of southern Spain, and ranks next in importance to the capital. The chief shops are in or near the Plaza Mayor and the Calle de San Francisco. The Plaza Mayor, sometimes called de la Constitución or de Armas, is flanked by the Government palace and the cathedral. There are American, French, German and Spanish clubs; a Country Club with golf and other games, and the Casino de Jalisco. The city is a rich agricultural and manufacturing centre: the chief industries are breweries, textile and flour mills, foundries, and hosiery works.

HOTELS :—San Francis, Fenix, Cosmopolita, Francés, Roma.

RAIL :—National Railways to Manzanillo and Mexico City. The completion of the line to Tepic, on the Southern Pacific system, brings the town within 48 hours' ride of Los Angeles (California).

EXCURSION :—Lake Chapala, the largest lake in Mexico, is 60 miles long and 15 to 20 miles wide. The principal village is Chapala, where there are thermal springs, and a good hotel. Ribera

on the lake shore, reached via Ocotlán, and 3 miles distant, has an hotel. These resorts are convenient to Guadalajara, and are accessible by motor-car and train. A trip around Lake Chapala makes a charming excursion. There is water-fowl shooting during the autumn and winter, and sailing and bathing all the year.

Five miles out stands a great canyon, the Barranca de Oblatos, 2,000 ft. deep, with a river and tropical trees at its foot. The scenery ranks with the finest in the country.

Guanajuato, the capital of its State, has been an important source of silver since the mid-sixteenth century and the centre of a large population for more than 100 years. The city is placed 6,550 feet above sea-level in a narrow gorge among wild and striking scenery. The inhabitants number 78,000. An old fortress (the Alhóndiga), the Legislative Palace (modern), the churches and mines are of interest.

HOTELS :—Luna, Palacios, Unión.

Guaymas, a port of the Gulf of California, is in regular touch with the other Pacific ports of Mexico by means of Mexican coasting steamers. It has 15,000 inhabitants, including a number of Chinese. The climate is unpleasant in summer. Sea fishing is good, and there is duck shooting.

HOTELS :—Albin, Almada.

RAIL :—To Nogales and the Southern Pacific system.

Hermosillo, capital of the State of Sonora, has some 25,000 inhabitants. The winter climate is celebrated, as are the orange groves, tended principally by Chinese. The cathedral and State and Federal Palaces are the chief buildings.

HOTELS :—Arcadia, Cohen.

RAIL :—Southern Pacific line to Guadalajara and the National Railways system.

Jalapa, some 211 miles from the capital, on the railway to Vera Cruz (82 miles distant), is a useful stopping-place. The town is high enough above sea-level (4,500 ft.) to combine pleasant climatic conditions with a tropical luxuriance of vegetation. The drug jalap was at one time a more considerable product of the locality than it is today.

HOTEL :—Gran Hotel Juarez.

León, in the State of Guanajuato, 259 miles from Mexico City, situated in a fertile valley of the Gomez River, has a population of 53,039. There are many shaded plazas and gardens, and the streets are well kept. The chief streets are Real, de Guanajuato, los Pachecos, and de la Condeza, with the business centre in the Plaza de la Constitución. There is a striking municipal palace, a cathedral with two towers and a dome, a theatre, and a hospital. The chief manufactures are leather goods, spurs, hats, shawls, and pottery, and there are cotton and wool mills.

HOTELS :—Velasco, Guerra, Hidalgo, Mexico.

RAIL :—Mexican Central branch of National Railways.

Manzanillo, one of the oldest towns along the Pacific shore, has a magnificent harbour. The port serves the Guadalajara and Jalisco districts, and is visited by Mexican and American lines trading between San Francisco, Central America, and Panamá. Train can be taken for Mexico City and all points on the National Railways system.

Matehuala is a mining centre of some importance, in the State of San Luis Potosi. Rail to Azul and Janegas, and aeroplane to Mexico City.

Mazatlan, one of the first ports of the Republic and an especially progressive and cosmopolitan city on the Pacific Coast, is environed by fine groves of coconut. The picturesque islands in the blue waters of the bay are popular resorts for rest or pleasure. The drainage, water, and lighting are modern and the sanitation is good; the streets are asphalted, there are first-class hotels and theatres and three daily newspapers. The town is the chief industrial and commercial centre in Western Mexico; population, 30,000. It is gaining ground as a winter resort, with its two bathing beaches, good boating, fishing, and hunting. The district roads are good for motoring in the dry season (October to June). The local carnival, the most celebrated in Mexico, attracts large numbers of merry-makers.

The harbour is in course of improvement, and used by three lines of passenger steamers plying between San Francisco and the Panama Canal, whilst the Panama Mail Steamship Company has made Mazatlan a special port of call for their larger vessels engaged in the scenic tour between New York and San Francisco; these vessels, both north and south bound, touch at Mazatlan every two weeks. The Southern Pacific Railroad provides through connection between California, U.S.A., and Mexico City, via Nogales, Mazatlan, and Guadalajara, and an excellent service of express trains is maintained. The Pickwick Latino Americana operate a fast passenger and postal air service thrice weekly in each direction with up-to-date aeroplanes between Tijuana, U.S.A. frontier, and the City of Guatemala, Republic of Guatemala, touching at Mexicali, Nogales, Hermosillo, Guaymas, Ciudad Obregon, Culiacan, Mazatlan, Tepic, Guadalajara, Morelia, Mexico City, Puebla, Oaxaca, Tehuantepec, Juchitan, Tonala, Comitan, Tapachula, and Mariscal, with a route extending 3,585 kilometres. Mazatlan is also the terminal air-port of the Corporación Aeronautica de Transportes, S.A., whose machines fly daily to and from Brownsville, Texas, via Durango and Torreon, thus giving quick service to the East Coast of the United States.

Precious metals, hide, fibre, chickpeas, rice, bananas, and pine-apples are the principal articles of export. Tomatoes and fresh vegetables are shipped, December–May, in increasing quantity.

HOTELS:—Belmar, overlooking the ocean, 55 rooms, dancing and music; San Jose, family and commercial.

[For announcements of local hotels and business houses see the later sections of this book, "LOCAL CLASSIFIED ADVERTISEMENTS."]

Mérida, capital of the State of Yucatan, 770 miles east of Mexico City, is served by the port of Progreso. It stands in a very flat agricultural country, almost entirely devoted to the production of henequen. Population, 79,000. Massively built after the Spanish fashion, the town is healthy, clean, and well-paved. Calle 65 is the chief street for shops. Among the buildings are a beautiful cathedral, bishop's palace, Government palace, model penitentiary, a large hospital, and theatre. Besides the henequen or sisal industry, there are soap, chocolate and hemp factories.

HOTELS :—Gran, Imperial, Colón.

RAIL :—United Railways of Yucatan. Daily trains to Campeche.

AIR SERVICE to Vera Cruz.

Minatitlan, 12 miles from Puerto Mexico, with a population of 6,500, has one of the largest petroleum refineries in the country. It is served by both train and air services to Vera Cruz and Mexico City.

HOTELS :—Hidalgo, Fernandez.

Monterey, capital of Nuevo León State, has a population of 85,000, and lies in a fertile valley of the Santa Catarina River. One of the most important and progressive towns in North Mexico, it dates from the earliest Spanish times. The railway lines from Matamoros, Laredo, and Eagle Pass converge at this point and depart for Mexico City and Tampico. The motor road to Laredo is now open.

The majority of the buildings are massively built. It is the seat of a bishop. The Government palace stands in Plaza Cinco de Mayo and the cathedral in the Plaza de Zaragoza. The town has iron and steel works, a brewery, flour and cotton mills, soap and tobacco factories, mineral-water works, and cement works. Monterey is sometimes called the Chicago of Mexico.

The Topo Chico hot springs, a favourite bathing resort, lie four miles north-west of the town, and the suburban town of Bella Vista stands a little farther to the north. The Garcia Caves with their stalactites and underground lake deserve a visit.

HOTELS :—Ancira, Colonial, America.

RAIL :—National Railway to Tampico (322 miles) and Mexico City.

Morelia was selected in 1541 as the site of a city in view of its natural attractions, its background of mountains, and proximity to the Rio Chiquito dry climate. It is the capital of Michoacán, has some 38,000 population, and stands at 6,200 ft. The cathedral was founded in 1640.

HOTELS :—Morelos, Palacio.

Nogales, the most westerly frontier railway port, is 75 miles south of Tucson (Arizona), upon the Southern Pacific Railway system. The line serves the West Coast, and is to be linked ultimately with the National Railways at Mazatlan and Guadalajara. Nogales is a twin city, with one-half in Mexico and one in Arizona. It is of some importance as a trading centre, has an agreeably mild climate, and contains a population of about 10,000.

HOTELS :—Evans, Bowman, Montezuma, Brickwood (U.S.A.); Central, Amadie (Mexican town).

Oaxaca, the chief city of the State of the same name, 5,000 ft. above sea-level, has 38,000 inhabitants. It is reached from the capital via Puebla, some 228 miles away, by the Mexican Southern branch of the National Railway. The great Indian Market affords opportunities of seeing people of the Zapotec and Mixtec Indian tribes. The Mitla Ruins are 25 miles south-west, and thus amongst the most accessible of the prehistoric cities of Mexico. A giant cypress tree at Santa Maria del Tule is celebrated as being the largest in the country; the trunk is some 160 ft. in circumference.

HOTELS :—Hispano-Americano, Francia, Mexico, Central.

Orizaba, the favourite residence of the Archduke Maximilian, is placed in surroundings of great beauty some 80 miles inland from Vera Cruz on the Mexican Railway. The town is of 40,000 inhabitants and of 3,900 feet elevation, with many churches, bridges and a splendid Alameda. It contains important railway workshops, textile factories, a paper mill and a well-known brewery.

Pachuca, one of the oldest silver mining centres, is the capital of Hidalgo State, and a town of 55,000 inhabitants. The surrounding hills are honeycombed with old workings, and terraced with the tailings from the mines. The workings date from Aztec times and the present output is said to be the largest of any mining camp in the world, reaching 30 million oz. of silver and 50,000 of gold. The altitude is 8,000 ft.

Three railways and a good motor road lead to Mexico City, 60 miles. Interesting buildings of the Colonial period include Las Cajas (1670), occupied now as offices; Las Casas Coloradas (1785), now Courts of Justice; and a former Franciscan convent (1596–1732). The modern buildings include a notable theatre and that of the Bank of Hidalgo. The mountain scenery within an hour or two's motor ride is impressive.

HOTELS :—Los Baños, Doria, Gran Hotel Grenfell.

Parral, the chief town of the district of Hidalgo, stands 6,200 ft. above sea-level, and has 16,000 population. It has been little modernized despite the near presence of large mines.

HOTEL :—Iberia.

RAIL :—Chihuahua and Pacific (Mexico North-Western Railway).

Patzcuaro, a town of 8,000 inhabitants, with narrow cobbled streets, derives its principal interest from proximity to the lake of the same name. The lake, placed 6,700 ft. above sea-level, is of some 30 miles circumference, with Tarascan native Indian villages upon its shores and islands. Wildfowl and fish are abundant, and are pursued with native help in dug-out canoes.

HOTEL :—Mexico.

Progreso, the chief port in Yucatan, 23 miles from Mérida, has about 11 ft. of water at the wharves. The roadstead is visited by New York and New Orleans steamers. Sisal, chicle, and hides are exported.

Puebla, "The City of the Angels," one of the oldest and most famous cities, is now accessible by motor road from the capital. Of 100,000 population, it is a well-built, clean, and healthy town, containing interesting specimens of Andalusian architecture, ornamented with Moorish tiles. There are over 60 churches and a cathedral, notable for its marqueterie and for pictures ascribed to Murillo and Velazquez. There are important cotton mills in the vicinity, and among other industrial products are Talavera ware, glazed tiles, onyx articles, and palm leaf hats.

At 8 miles distance and accessible by tramway is Cholula, with its Pyramid of Quetzalcoatl, used by the Aztecs for their human sacrifices. The twin volcanoes, Popocatepetl and Ixtlacihuatl, are near at hand on the west, with the more distant cone of Citlaltepetl on the east.

HOTELS :—Gran, Pasaje, Jardin, Magloire.

RAIL :—To Mexico City : by Mexican Railway (116 miles); by Interoceanic (131 miles). To Oaxaca by Mexican Southern (230 miles).

ROAD :—The road to Mexico City is now open, and considerable headway has been made with the road to Oaxaca.

Puerto Mexico (Coatzacoalcos) is about a mile from the mouth of the Coatzacoalcos River, which at this point is about 2,000 ft. wide and 50 ft. deep. A complete modern drainage system, the filling in of adjacent swamps, and an efficient sanitary corps have made the port one of the healthiest in the gulf. It is the port of entry for the Isthmus of Tehuantepec and the large territory opened by the new railway leading eastward to Guatemala. The river is navigable by ocean-going vessels as far as Minatitlan, 24 miles from the mouth, where stands a great oil refinery owned by an English firm.

HOTELS :—Colón, Two Republics, California.

Querétaro, 167 miles north of the capital, is of strong historic interest as the site of a pre-Aztec settlement with many Colonial relics. The national independence was planned in Querétaro, and there the Emperor Maximilian met his death in 1867. The town, of some 36,000 inhabitants, stands at an altitude of 5,900 ft., and it has famous opal mines. The cathedral is sixteenth century, and the Municipal Palace has romantic association with a heroine of the War of Independence.

HOTELS :—Gran, Internacional, Guadalupe.

Salina Cruz, the Pacific terminal of the Tehuantepec National Railway, represents a triumph of engineering skill. Two converging breakwaters, with a total length of over a mile, provide a safe harbour of several hundred acres, with sufficient depth of water for the largest vessels. The modern town is laid out on high ground. The population is some 6,000. The town is windswept and sandy, and possesses few attractions to the visitor.

HOTELS :—Salina Cruz, Terminal.

Saltillo, capital and chief commercial centre of the State of Coahuila, is on a tableland of 5,000 ft. altitude, and noted for the

excellence of the local shawls. The population is 60,000. Cattle farming, cotton, and grain growing are carried on, and gold, silver, lead, copper, iron, zinc, and coal mining are carried on in the region of which it is the centre.

HOTELS :—America, Coahuila, Universal, Saenz.

San Gerónimo (160 miles from Puerto Mexico) stands at the junction of the Tehuantepec with the Pan-American Railway on a line running through the State of Chiapas to the Guatemalan frontier. The construction of the line has opened an immense tract of fertile country; its eventual connection with the Guatemalan railways will provide a through railway route to Guatemala City.

San Luis Potosí, capital of State of same name, stands 327 miles north of Mexico City; altitude, 6,300 ft.; climate, temperate; population, 62,000. It is the centre of a very rich silver-mining district. The chief shops are in Calle Hidalgo; there is a fine cathedral, a theatre, a Government palace, and two markets. The market places and main streets are the resort of Indians selling fruit.

HOTELS :—Progreso, Europa, Comercio, Saenz.

RAIL :—Railway to Mexico City and Tampico; Mexican Central to Aguascalientes; Potosí and Rio Verde Railway to Aguacatal.

Tehuantepec stands on the river of the same name, some 21 miles by rail from Salina Cruz, upon the Pacific side of the narrow isthmus. The word signifies in the Aztec tongue "Mountain of the Man Eaters," and was given because the hills in rear of the town were infested with man-eating beasts. The region is celebrated for its hot springs. The town, of about 10,000 inhabitants, is picturesque.

The population consists largely of Indians of the Zapotecan tribe, descendants of the Aztecs, who have retained the language, dress, and customs of their progenitors.

HOTELS :—La Perla, Jardin.

Toluca, capital of the State of Mexico and south-west 45 miles from the capital, is accessible either by train or motor-car. An agreeable summer resort, it is of some commercial importance and a centre of agriculture and stock-farming.

HOTELS :—Gran Sociedad, San Carlos.

Topolobampo, on the Gulf of California, overlooking a fine bay, is to become the terminal of the Kansas City, Mexico, and Orient Railway. The line is connected with the Southern Pacific system at a point 50 miles north-east. Coastal steamers connect the port with the north and south. Good fishing and shooting are to be had.

Torreon, in Coahuila State, is 700 miles from Mexico City. It has cotton, flour and other mills, and smelting works. The town is modern and of importance as a railway junction on the lines from Eagle Pass and Monterey-Tampico. The population of 50,000 includes the towns of Gomez Palacio and Ciudad Lerdo. The district is second only to Lower California in its cotton crop.

HOTELS :—Salvador, Francia.

Zacatécas, situated some 440 miles from Mexico City, at 8,075 ft. altitude, the capital of the State of the same name, has 20,000

population. The town is built in a gulch, and the hills on each side present a picturesque view. The central portion of the town contains many interesting Colonial buildings. The cathedral is one of the most noted buildings in the Republic, and the modern buildings include banks and commercial offices. The climate is dry, beneficial in pulmonary affections, and generally healthy and good throughout the year. Mining is carried on extensively and by the most modern methods. Four large plants for the treatment of ores, at El Bote, Vetagrande, and Guadalupe, have a capacity of 1,250 tons per day.

HOTELS :—Paris, Frances, La Plaza and Estación.

RAIL :—National Railways to all points.

PHYSICAL FEATURES.

Mexico, or "Los Estados Unidos Mexicanos" (United Mexican States), owes its name to the Aztec tribes, the Mexicas who occupied the tableland and whose war-god was Mexictli.

Its area of approximately 768,000 square miles makes Mexico little less than one-quarter the size of the United States of America, with which it has a land frontier of over 1,500 miles. The southern borders of about 550 miles abut upon Guatemala and British Honduras. Towards the Mexican Gulf and the Caribbean there is a coast line of 1,727 miles and towards the Pacific and the Gulf of California of 4,574 miles.

The central tableland, flanked by the Eastern and Western Sierras Madre, occupies the greater part of the country, and this plateau is an average 6,000 feet above sea-level. The elevation of 3,700 feet at El Paso on the northern frontier increases to over 8,000 feet at Marquez, 76 miles from Mexico City.

The lowland regions between the sierras and coast are sandy along the seashore, with a higher and fertile belt of land rising to 3,000 ft. The Mexican coast has no large islands, but there are several off Lower California and in the Gulf of California.

Mountains and forests occupy about one-third of the total area. Nearly one-half of the country has been brought under cultivation. The cultivable but unexploited lands are computed at 20 per cent. of the whole and of these one-half require artificial irrigation.

Among the highest peaks are the Nevado de Toluca (14,950 ft.), the Pico de Orizaba (18,250 ft.), and Popocatepetl (17,780 ft.).

Acapulco, the best natural harbour, is without rail connection. There are no bays of importance along the south-west part of the Gulf of Mexico, and only one natural harbour, that of Carmen. On the east coast of Yucatan are the deep bays of Asunción and Espiritu Santo. The Gulfs of Tehuantepec and of California present two large indentations in the coast-line, the latter penetrating the continent for 740 miles.

There is a great range of **climate.** Although a large portion of the country is in the torrid zone, much of this is temperate, owing to the altitude. From Tampico southwards, at or slightly above sea-level, the climate is generally tropical; north of this

point, at about the same elevation, it is semi-tropical, as also southward at elevations of from 1,000 to 6,000 ft. Upon the central plateau the climate is temperate and the air is dry, bracing, and especially good for bronchial, pulmonary, and rheumatic troubles. The plateau has four seasons in the north, and a wet and a dry season south of about 28° N. The rainfall varies from 8 to 40 in.

The **population,** according to the 1921 census, numbered 14,334,780, or 7·25 persons per square kilometre. Approximately 60 per cent. were of mixed race, 30 per cent. of pure native blood, and 10 per cent. of pure white race.

The **foreign population** (1921) included :—

Spanish	29,115	English	3,954
Chinese	14,470	French	3,947
Guatemalans	13,972	German	3,810
North Americans	11,090	Italians	2,289
Syrians	4,715	Others	5,031

GOVERNMENT.

PAST CHIEFS OF STATE.

General Porfirio Diaz	1877
Manuel González	1880
General Porfirio Diaz (second term)	1884
Francisco de la Barra	1911
Francisco I. Madero	1911
Pedro Lascurain	1913
General Victoriano Huerta	1913
Venustiano Carranza	1915
Adolfo de la Huerta	1920
General Alvaro Obregon	1920
General Plutarco Elias Calles	1924
Emilio Portes Gil (Provisional President)	1925

PRESIDENT.

Emilio Portes Gil 1928–1930

MINISTRY.

War	General Joaquin Amaro
Industry	Ramon P. de Negri
Finance	Luis Montes de Oca
Foreign Affairs	Genaro Estrada
Interior	Felipe Canales
Agriculture	Marte R. Gomez
Communications	Javier Sanchez Mejorada
Education	Ezequiel Padilla

Constitution :—On February 5, 1917, a new Constitution of Mexico was promulgated, superseding that of 1857. Mexico was proclaimed a Federal Republic, the States having the right to manage their local affairs. The powers of the Supreme Government are divided into the legislative branch, the executive, and the judicial. Congress, the legislative branch, consists of a House of Representatives and a Senate. Representatives are elected for a term of two years. There is universal suffrage, and one member for 60,000 inhabitants. The Senate consists of fifty-eight members, two for each State, elected in the same manner as the deputies. The President, holding the executive power, is elected by direct vote for a four years' term.

Local Administration :—Besides the Federal District, there are twenty-eight States, and two Territories, each a separate entity so far as government and laws are concerned; inter-State Customs duties are not permitted. States can levy their own taxes, and each State has its governor, legislature, and judicature popularly elected in the same fashion as those of the Federation. The Federal District and Territories have their governors appointed by the President. Laws made by the Federal Government are binding on the various States, which can, however, supplement them with laws of their own.

The Federal District (Distrito Federal), an area of 570 square miles, the most densely populated part of the country, comprises Mexico City, various small towns, and a large number of villages.

Roman Catholicism is the **religion** of the great majority of the people. On June 21, 1929, the conflict between Church and State, which had been going on for nearly three years, was brought to an end.

A MEXICAN CALENDAR.

1503. Montezuma becomes Emperor.
1519–21. Conquest by Spain under Hernando Cortés.
1530. Mendoza, first Viceroy of New Spain.
1822. Agustin Iturbide declares himself Emperor.
1824. Iturbide shot. Federal Constitution promulgated.
1835. Texas declares its independence.
1836. Independence of Mexico recognized by Spain.
1842. First railway constructed.
1845–8. War with United States.
1848. Treaty of Peace signed with United States.
1855. War of the Reform.
1857. New Constitution promulgated.
1859. Religious orders and lay confraternities dissolved.
1863. Archduke Maximilian becomes Emperor.
1867. French troops withdrawn. Successful campaign headed by General Diaz, the Republican Leader. Emperor Maximilian shot. Juaréz re-elected President.
1873. Vera Cruz Railways opened. Protestant Missions established in Mexico.
1877. General Porfirio Diaz elected President.
1880. Manuel González elected President.
1884. Completion of Central Railway, connecting Mexico and United States.
1884–1911. Diaz's second term of office as President.
1895. Treaty with Guatemala over boundary question.
1897. Boundary dispute with Great Britain settled.
1901. First Pan-American Congress held at Mexico City.

1911. Diaz overthrown, leaves the country. Francisco I. Madero, President.
1912. Carranza, leader of the Revolutionaries.
1913. General Victoriano Huerta, President.
1914. United States troops occupy Vera Cruz.
1917. New Constitution promulgated.
1920. Adolfo de la Huerta, Provisional President. General Obregon elected President.
1924. General Plutarco Calles elected President.
1925. Resumption, after eight years' lapse, of diplomatic relations with Britain.
1926. Ecclesiastical Interdict declared.
1928. Obregon, President-Elect, assassinated.
1929. Settlement between Church and State.

NATURAL RESOURCES.

Coffee grows in great perfection on the mountain slopes, and fetches a high price, and is highly esteemed by connoisseurs. The Caracolillo variety, grown in the Uruapan district (Michoacán), is regarded as the finest. Coffee can be cultivated in almost any part of Vera Cruz at an altitude not lower than 1,000 ft. and preferably at 2,500 to 4,000 ft. The usual life of the tree is about 40 years, but it is considered to be at its prime from the sixth to the thirteenth year. The exports of coffee are normally some 400,000 bags (60 kilos).

Tobacco leaf of a quality comparable with Cuban is produced in San Andrés Tuxtla (Vera Cruz) and other good tobaccos in Nayarit, Tabasco, Yucatan and Oaxaca. A large part is retained for home consumption and for manufacture in the 200 or more cigar and cigarette factories. The estimated production of leaf is 9,000 tons.

Large areas are suitable for **sugar** production, and especially the " tierras calientes " of the Atlantic belt. There is room for development in this industry, which dates back to the earliest years of the Spanish Conquest. The production of cane officially reported was 4,640,400 tons in 1927.

Cotton is grown most largely in Lower California and in the States of Coahuila and Durango, where conditions are met comparable with those of Texas. Mexican cotton mills employ up to 200,000 bales per annum for their 839,000 spindles, and the exportable surplus is a fluctuating quantity.

Following a disappointing season in 1926, when a crop of 78,000 tons was recorded, many planters in the Laguna (Durango) district sowed wheat in preference to cotton. The 1928 crop yielded 59,300 tons.

Maize furnishes one of the chief foods of the people, and the tortilla, made of this grain, is universally eaten in all the States. Maize is chiefly grown south of latitude 21° N., and Jalisco and Yucatan are the two chief producing States. The crop is planted on 7-9 million acres, and the yield stated for 1927 was slightly in excess of two million tons.

The **wheat** supply is almost always insufficient. The most productive areas are the States of Michoacán, Guanajuato, Chihuahua, Sonora, and Coahuila. Uncertain rainfall and lack of irrigation make the crop very variable. Due to the replacement of cotton by

wheat in certain districts the harvest of 1927 was the large one of 313,500 tons, with a decrease for the season 1928 to 268,000 tons.

A small quantity of oats and rye is grown, chiefly in Mexico and Lower California. Rice is grown in almost all the coastal States and some of the interior, but in quantities not sufficient for the needs of the country. Barley is cultivated chiefly in Hidalgo, Mexico and Vera Cruz States.

Alfalfa is grown in the Valley of Mexico as green food for dairy cattle and as a hay crop at various points northwards.

Pulse and Vegetables :– Beans afford a staple article of food. The production was given at 105,000 metric tons for 1927. Chickpeas are grown upon a scale which leaves a large surplus for export. The annual crop is estimated at 81,000 tons.

The production of fresh vegetables and tomatoes for home consumption and export to the United States is increasing. The most liberal developments have occurred in the western coastal valleys and in the cultivation of tomatoes, of which crop 87,000 tons are reported.

Fruits :—The temperate districts produce apples, plums and other stoned fruits of good flavour as well as excellent melons. Especially good grapes are produced at Parras (Coahuila). Strawberries are procurable throughout the year. Fruit-growing for export is capable of large development.

Most forms of tropical fruits are indigenous. Navel oranges of high quality grow wild, as do lemons, mangoes, prickly pears, papayas, guavas, figs, chirimoyas and others. Grape fruit, pineapples and bananas are cultivated with success and banana-growing is a developing industry near Vera Cruz. Coconuts are found throughout the tropical coastal region wherever local moisture suffices. Date palms flourish in parts of Lower California.

Fibres :—The more sandy and barren districts of the south produce large crops of cordage fibres, and about one-half the world's supply of material for harvester twine is of Mexican origin.

Henequen, or sisal, has long been the principal source of wealth in the peninsula of Yucatan, and has been introduced in the region tributary to Victoria, in the State of Tamaulipas. The production in 1928 was 132,652,800 kilos.

Ixtle hemp is grown to advantage upon the wastes of the northern coast. Zapupe and pita, plants which mature earlier than sisal, are worked especially at Tuxpan (Vera Cruz).

Zacaton, a root used in Europe for making coarse brushes, grows wild upon the high lands.

Among the **miscellaneous** products other than those mentioned should be named sesame, peanuts, potatoes and sweet potatoes, cocoa, pepper and spices, vanilla, sarsaparilla, castor oil beans, carrot seed, guayule rubber, indigo, candelilla wax, mezquite and copal gums and oakbark. The vanilla grown in Vera Crux is of exceptionally high quality.

The best **woods** are found along the coast and in the Southern

States. The supply includes dye-woods, oak, pine, cedar, ebony, mahogany, sandal wood, and rosewood. Opportunities remain for a much larger exploitation of Mexican timber.

Chicle gum to the value of 1 million pounds is obtained chiefly from Quintana Roo, the eastern part of the Yucatan peninsula, and exported to make chewing-gum.

The hills of both coasts are fringed by the **Coquito** palm, bearing nuts rich in oil and of value in soapmaking.

Wild honey and beeswax are collected by villagers, and bee-keeping is practised in various parts of the country.

Livestock :—Ranching is of importance, and Mexican cattle have been improved by the introduction of foreign breeds.

A very heavy decrease in the head of stock occurred during the revolutions of 1910–1920, when the number recorded fell to less than one-half. According to the 1926 census the losses have effectively been regained except in the case of sheep.

	1926.	1902.
Cattle	5,584,500	5,142,500
Sheep	2,381,300	3,424,500
Goats	5,423,959	4,204,000
Horses	1,035,782	859,000

Jalisco and Vera Cruz States head the list in number of cattle, Zacatecas in sheep and goats, Jalisco in horses. Goats' milk is largely used by the poorer classes. Pig-raising is limited to the neighbourhood of the towns.

Some success has been attained in poultry farming in favoured districts, although the business has been little organized.

Land Tenure :—Under the Constitution of 1917 the ownership of lands and waters, mineral resources, petroleum, salt, and so forth is inalienably vested in the nation.

The Alien Land Law, promulgated 29th March, 1926, requires foreign subjects holding land in Mexico to become Mexican citizens and to renounce the protection of foreign Governments in respect of the property. Foreigners are forbidden to acquire land within a certain distance of the coast or frontiers for any other than agricultural purposes.

Irrigated lands in Mexico return a large yield and have commanded high prices. In pursuance of the national policy the area under irrigation is to be extended, and reservoirs, dams or canals are to be constructed. Of the schemes for irrigating new land at present in hand, the chief are the Lerma River project for watering 50,000 acres in Michoacán and Guanajuato, and the Mayo Valley canal. A large scheme in project for the Yaqui Valley awaits the provision of funds.

MINERAL RESOURCES.

The most important mineral region is enclosed in a rough parallelogram extending from north-west in Sonora to south-east in Oaxaca, following the direction of the Sierra Madre Cordillera, about 1,600 miles long and 250 broad. The principal mining States are Chi-

huahua, Guanajuato, Oaxaca, Sonora, Durango, Jalisco, Michoacán, Zacatécas, Hidalgo, Querétaro, and Mexico, but there are also mineral potentialities in Vera Cruz, Lower California, and other States.

Mining is chiefly in the hands of large foreign undertakings, able, by reason of the scale of operations, to work economically and to furnish large capital.

Silver, obtained in most of the States, is produced principally in Hidalgo, where the Pachuca and Real del Monte deposits are the chief source. The national output of silver, 118,764,800 fine ounces in 1928, is computed to be 41 per cent. of the world's total for the year; a substantial increase upon the 104,575,000 fine ounces of 1927.

Gold is worked and the output of 1928 is given as 768,760 fine ounces, against 725,125 in 1927.

Lead working has increased steadily and Mexico is second only to the United States as a source of that metal, with a production of 248,590 tons in 1927 and 231,000 in 1928. The processes have been improved and the method followed is largely that of flotation.

Copper at the height of the war scarcity reached a production of 70,000 tons, falling off sharply to less than one-third of that quantity, since when the output has increased to 58,000 tons in 1927 and 64,000 in 1928.

Zinc is produced to the extent of 150,400 tons in 1928. The returns for 1928 report 84 tons of mercury, 3,290 tons of antimony, 4,893 tons of graphite, 8,532 tons of arsenic, and 313 tons of cadmium.

Oil :—From a variety of causes, including legal disputes, Mexican oil production has decreased during recent years, but the supply represents over 5 per cent. of the world's total and the country ranks fourth in present importance among the oil countries of the world.

Geological evidence suggests 150 million acres as the probable extent of the oil-bearing area and about 15,000 acres are at present worked. The developed area skirts the Gulf of Mexico to a depth of about 100 miles inland. Pipe lines and barges conduct the oil to the coast. The capital invested in the petroleum industry is estimated at £80 millions, almost exclusively foreign, and the value of the oil lands is computed at £45 millions.

The three chief oil-bearing zones are Tampico, Tuxpán, and Minatitlán. The domestic consumption of petroleum being small, the greater part of the production is exported in tank steamships to the United States and Europe. Light oil is obtained in Tuxpán, and heavy oil in the Panuco field.

The output of oil, 16½ million barrels in 1912, rose to 194¾ million in 1921, since when the production has been :

1922	186,577,450 barrels.	1926	91,000,000 barrels.
1923	143,869,650 „	1927	64,200,000 „
1925	115,514,700 „	1928	50,150,000 „

The most important **coal deposits** are at Sabinas in Coahuila, where a production of 1,031,308 tons was attained in 1927, and about 1,015,831 in 1928. The coal is sold to the railways and to

smelting works. Coal is also worked from seams between Piedras Negras and Saltillo.

Industrial Development :—According to official estimates the railways of Mexico represent a capital investment of $1,026 millions; agriculture $541 millions; petroleum $532 millions; mining $407 millions; manufacturing $304 millions; light and power $70 millions.

The configuration of the country is naturally favourable to the raising of **hydro-electric** power. Considerable installations exist at Necaxa and Tuxpango (Puebla), Boquilla (Chihuahua) and Chapala (Jalisco). Important extensions of plant have been made by the concern furnishing Mexico City with light and power, and the capital investment in hydro-electric plants was 206 million pesos in 1926.

The chief manufacturing industries are those of the food and drink group, inclusive of breweries and sugar mills, capital value $42 millions; textiles $41 millions; chemicals and paints $16 millions; metals $15 millions; cigarette and cigar $15 millions. The metal manufactures include iron, nickel, tin, and copper articles like bedsteads, boxes, safes, clock and watch cases, hardware, and pins, under the ownership chiefly of Mexican and Spanish subjects. Vera Cruz is the centre of the cigar industry. Earthenware is produced in Guadalajara and glass at Puebla.

IMPORTS AND EXPORTS.

	1927. Pesos.	1928. Pesos.
Imports	346,397,272 ..	356,789,188
Exports	627,381,780 ..	589,738,818

Public Debt:—The International Committee of Banking estimates that on January 1, 1928, the funded debt stood at 1,091,485,429 pesos, of which the Republic owed 872,913,327, and the National Railways, guaranteed by the Government, owed 203,435,903 pesos, including capital and interest in arrears. The floating debt was 161,500,500 pesos. There are also outstanding Agrarian bonds of 220,000,000 pesos, and claims of damage by foreigners of 270,000,000 pesos, making a total of nearly 2,000 million pesos.

Foreign Capital :—The investment of British capital in railways, Government securities, hydro-electric, banking and manufacturing enterprises, and quoted upon the London Stock Exchange, is computed (1927) at £200,000,000. The investment of United States capital is estimated at £250,000,000.

CURRENCY, WEIGHTS, AND MEASURES.

To remove the confusions caused by the simultaneous existence of four distinct kinds of silver coinage, a decree has been promulgated unifying the currency as from December 31, 1925. The decree provides that only pesos of a fineness of ·720 (as marked upon the obverse) remain legal tender. The same is true of 50, 20, and 10 centavo pieces. Bronze coins of 1, 2, and 5 centavos remain in circulation. Nickel 5 centavo pieces, while not withdrawn, are not to be further minted.

The **peso** or Mexican dollar has a value approximately half that of U.S. currency. Gold 10-peso pieces are known as "hidalgos," and 5-peso pieces "medio-hidalgos"; gold 20-peso pieces are "aztecas," and 50-peso pieces "centenarios."

The **metric** system is official. Old Spanish measures are used, especially among the lower classes and Indians. The more important of these are :—

Linear.		Measures of Area.	
1 legua =	5,000 varas	1 manzana =	1·66 acres
1 vara =	3 piés	1 fanega =	8·81 acres
1 pié =	12 pulgadas	1 caballeria =	105·75 acres
1 pulgada =	12 lineas		

Dry Measures.

1 carga = 2 fanegas	181·63 litres	= 5·15 bushels
1 fanega = 12 almudes	90·81 litres	= 2·58 bushels
1 almud = 4 cuartillos	7·57 litres	= 0·86 peck.

Liquid Measures.

1 cuartillo of oil 0·51 litre = 0·89 pint
1 cuartillo of wine 0·46 litre = 0·80 pint

Commercial Weights.

1 carga (freighting) =	12 arrobas =	138·07 kilogrammes =	303·75 lb. av.
1 quintal =	4 arrobas =	46·02 kilogrammes =	101·24 lb. av.
1 arroba =	25 libras =	11·51 kilogrammes =	25·32 lb. av.

Press :—All the more important newspapers are published in Mexico City. The chief daily is "El Universal," with a very large circulation. Next comes "Excelsior," representing more conservative views. Other papers are "La Prensa" and "El Gráfico."

PUBLIC HOLIDAYS.

January 1 : New Year.
January 6 (half-day) : Epiphany.
February 5 : Constitution Day.
March 19 (half-day) : San José.
May 5 : Triumph of 1862.
June 29 (half-day) : SS. Peter and Paul.
August 15 (half-day) : Assumption.
September 16 : Independence Day.
October 12 : Discovery Day.
November 1 (half-day) : All Saints.
November 2 : All Souls.
December 8 (half-day) : Immaculate Conception.
December 12 : Our Lady of Guadalupe.
December 25 : Christmas.
Easter : Holy Thursday and Friday.
Ascension Day.
Corpus Christi.

POSTS AND TELEGRAPHS.

The **postage** rates on letters not exceeding 20 grammes in weight are : for urban or suburban service, 6 centavos; to other points in Mexico and to the United States, Canada, and Cuba, 10 centavos; to other countries, 10 centavos. Maximum weight, 5 kilogrammes (11 lb.). Air mail rates on letters : 25 centavos each 20 grammes over and above postal rates.

There is a fairly extensive system of telegraph lines in addition to the railway telegraphs, and various wireless stations. A trans-oceanic radio station has been opened in Chapultepec Park, Mexico City. **Broadcasting** is done under Government control from about twenty stations.

Outward **mails** are dispatched via the United States, and the service is the same as to the United States. Postage: 2½d. first ounce and 1½d. each ounce after. Homeward mails are due about three times a week.

Telephone facilities are available between all parts of Great Britain and Mexico City, and certain Mexican towns (Nuevo Laredo, Tampico, San Luis Potosí, Saltillo, Monterey, Queretaro). Charge: £12 for three minutes and £4 per additional minute.

Information for Passengers.

Mexican law requires every foreigner entering Mexico to provide himself with an identification card, for which application must be made to a Mexican consular officer; fee 1s. 1d.

The form of application must be filled in in Spanish and in triplicate. The intending traveller must explain for what reason he is going to Mexico, whether as an immigrant, an immigrant-worker or tourist. The forms must be filled in with precision, and under the heading "Religion" must be stated exactly what religion is practised. A general term, such as Christian, does not suffice.

Eight photographs are needed, five being full-face and three in profile; and not more than two and one-eighth inches by one and three-quarter inches in size.

Vaccination is compulsory in the absence of a vaccination certificate, which can be legalized upon payment of 4s. 2d.

Guidance for Commercial Travellers.

There are no special regulations for foreign commercial travellers, but the treatment accorded to travellers is not uniform. The practice most prevalent is the imposition of a State tax (derecho de patente), equivalent to a right or a licence to trade, payable monthly, and assessed according to tariffs varying considerably in different States. The actual assessment of a traveller or commission agent is left to the revenue officer. In the State of Mexico the traveller must produce his credentials to obtain his licence.

Besides State and municipal taxes, foreign travellers are subject to the Federal contribution of 20 per cent. additional on all taxation. This tax is levied in the form of stamps. If a commercial traveller actually delivers goods, he has to pay the interior stamp tax (Renta Interior del Timbre) of one-half per cent. on the value of all sales.

Samples of commercial value can be cleared under bond for a sum equivalent to the amount of duty. This is cancelled on re-exportation and identification of the articles.

LEGATION AND CONSULATES IN GREAT BRITAIN.

LEGATION.

London	E. E. & Minister Plenipotentiary :
(48 Belgrave Square, S.W.1.)	Dr. Leopoldo Ortiz.
Counsellor	S. Martinez de Alva.
Commercial Attaché	Eduardo Villaseñor.
Military Attaché	Lt.-Col. Ramón R. Limón.
Assistant Military Attaché	Capt. Roberto Vega Fuentes.

CONSULATES.

RESIDENCE.	DESIGNATION.	NAME.
London	Consul-General ..	E. A. Gonzalez.
(Bush House, Aldwych, W.C.)		
Birmingham	Consul (Hon.) ..	Gustavo Schurhoff.
Cardiff	Consul (Hon.) ..	Joseph Piffaretti.
Glasgow	Consul	Ricardo Almanza.
Hull	Consul (Hon.) ..	Wm. Hopper.
Liverpool	Consul	Manuel de la Peña.
Newcastle-on-Tyne	Consul (Hon.) ..	Samuel Herrera.

BRITISH LEGATION AND CONSULATES IN MEXICO.

The letter (L) denotes that the Consular Officer has authority to register lex loci marriages; the letter (M) that he holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.
Mexico City	E. E. & Minister Plenipotentiary	
	First Secretary	G. A. D. Ogilvie-Forbes.
	Third Secretary	A. V. Coverley-Price.
	Archivist	P. C. Pell.
	(M) Consul-General	J. B. Browne.
	Vice-Consul	E. A. Clough.
	Vice-Consul	C. G. Rickards.
	Vice-Consul	F. J. Wilson (acting).
Chihuahua ..	Vice-Consul	Thomas Dale.
Durango	Vice-Consul	Wm. W. Graham.
Torreon	Vice-Consul	S. Dutton-Pegram.
Guadalajara ..	Vice-Consul	Capt. P. G. Holms.
Guanajuato ..	Consular Agent	William Hislop.
Merida & Progreso	Vice-Consul	H. J. Cameron.
	Pro-Consul	M. E. Reyes.
Monterey	Vice-Consul	R. G. Eldridge.
Orizaba	Vice-Consul	W. Mayer.
Pachuca	Vice-Consul	S. Waters.
Puebla	Vice-Consul	William Hardaker.
Zacatécas	Vice-Consul	G. C. Palmer.
Tampico	(M) Consul	J. S. Hutchison.
	Vice-Consul	Robert G. Pulford.
Colima	(L) Consul	Douglas G. C. MacNeill.
Mazatlan	Vice-Consul	George E. S. Watson.
Saltillo	Vice-Consul	R. H. Jeffery.
Vera Cruz	(M) Consul	Arthur R. Hogg.
	Vice-Consul	J. L. Cains.
Puerto Mexico ..	Vice-Consul	Dr. J. J. Sparks.

TRAVEL IN MEXICO.

Mexico is described with justice as the Egypt of the Americas in allusion to the remains of the ancient civilizations which invest Mexican travel with a peculiar charm. Due to the wide range of altitudes and to the general configuration of the country a remarkable variety of climate and scenery is to be enjoyed. Shooting and fishing are to be had in abundance, and pleasure is to be derived all the year round.

The journey to Mexico City over the Mexican (standard gauge) Railway from the port of Vera Cruz leads through some of the most picturesque of the mountain scenery. Buffet cars are attached to the day trains, and there are sleeping cars on the night services.

Greatly improved connections have been made with the railway systems of the United States. The following journeys can be made across the border comfortably in Pullman cars over the National Railways of Mexico :—

To Mexico City from San Antonio, Texas, via the International Great Northern Railway, through Laredo-Nuevo Laredo, thence via National Railways through Monterey, Saltillo, San Luis Potosí and Querétaro.

To Mexico City from Houston, Texas, via Gulf Coast Lines to Brownsville, Texas, thence National Railways through the Matamoros gateway, Monterey, Saltillo, San Luis Potosí, Querétaro and Mexico City.

To Mexico City from El Paso, Texas, via the National Railways (old "Mexican Central" lines), through Chihuahua, Torreón, Zacatecas, Aguascalientes, Silao, Celaya, and Querétaro.

To Mexico City from San Antonio via Eagle Pass, Monclova, Paredon, and Saltillo.

To Tampico from Houston, Texas, via Gulf Coast Lines to Corpus-Christi, thence National Railways (Texas-Mexican R. R.), via Laredo and Monterey.

There are both first- and second-class day coaches. Dining-rooms are provided at the principal stations en route, where meals are to be had for 1·50 to 2 pesos. Baggage is handled upon the American system, and 150 lb. may be carried without excess charge by holders of first-class tickets. Train times are denoted upon the 24-hour principle, e.g. 14.0=2 p.m.

The Southern Pacific Railroad gives a daily service through the western half of the country. The route runs from Nogales (frontier station) via Hermosillo, Guaymas, Mazatlan, to Guadalajara, connecting there with the National Railway for Mexico City. The trains work in conjunction with rail services from New York and California.

Guidance for Travellers :—Only the best hotels should be used. The charges run from 4 to 10 pesos, and occasionally to 20 pesos per person per day. Rooms without meals in Mexico City are about 5 pesos. Dinners in fashionable restaurants are 3 to 5 pesos, excluding wine. A light breakfast, a heavy lunch about 1.30, and supper are the usual meals. English is spoken at the good hotels.

At Vera Cruz, Tampico, or Manzanillo very light clothing is desirable, but elsewhere ordinary warm clothing with a light overcoat for the evening is to be advised.

Specimen Tours :—A standard twenty-days' tour in Old Mexico begins at Laredo on rails which closely follow the old San Antonio trail. The first day's travel ends at Monterey. The second day's journey leads to Tampico, where the third day is spent. The fourth day is spent in the train to San Luis Potosí, passing through the Tamasopo Canyon, and attaining an altitude of 6,000 ft. The fifth day is passed in San Luis, and Mexico City is reached on the morning of the sixth. On the fifteenth day departure is made for Guadalajara and its surroundings. On the eighteenth day the return begins, and it leads through Irapuato (the strawberry city) and through the valley to Aguascalientes. Zacatecas, Torreon, and Coahuila (the city of roses) are passed on the nineteenth day. On the last day of the journey Laredo is reached again by way of Saltillo. Variants upon this time-table can be effected through the railway agent.

The train journey from Mexico City to the Gulf coast at Vera Cruz affords a panorama of south-eastern Mexico which well justifies a special excursion. It can be made in comfort in Pullman cars on the Mexican Railway over a mountain section on which the trains are fitted with electric traction. From Esperanza (8,200 ft.) the line descends to 4,050 ft. at Orizaba, all in a distance of 29½ miles. The sheer cliffs, the cascades, the volcanic peaks, and fertile valleys, the sweeping views and brilliant sky impress all comers and make the journey one of the most memorable on the continent.

Prospective travellers are recommended to possess themselves of Terry's Guide to Mexico ($3.50, Houghton and Mifflin, Boston; Gay and Hancock, London).

NICARAGUA

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

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NICARAGUA.

Bluefields, some 1,200 nautical miles south of New Orleans, takes its name from the Dutch pirate Blewfeldt. It stands behind the Bluff, near the mouth of the Bluefields River, is the chief port on the Atlantic side, and the centre of the coasting traffic upon that coast. Communications with the interior are defective, although there are plantation railways. The capital is much more easily approached from the Pacific. The population is some 7,000. Bananas are the principal export, with coconuts, cabinet woods, and gold from the Prinzapolca field. Regular steamers connect the port with New Orleans and Port Limón (Costa Rica).

HOTEL :—Washington.

Corinto, the principal Pacific port, is the terminal of the Pacific Railroad and the gateway for Managua (87 miles) and for the most fertile and salubrious part of the country. Some 65 per cent. of the foreign commerce passes through Corinto, and notably coffee, sugar, and hides for export. Population 2,000.

Hotel:—Lupone (200 beds), $3·50–5.

Corinto Steamers :—To Champerico by P.S.N. Co., bi-monthly (first class single, $63); to Panama by P.S.N. Co., bi-monthly (first class single, $71); to San Francisco by Pacific Mail, every three weeks (first class single, $173); to Cristobal, every three weeks (first class single, $71); to New York and San Francisco, every seventeen days (first class single, $173).

Rail:—To Granada, by Pacific Railways of Nicaragua, daily (first class single, $5.28); to León, daily (first class single, $1·57); to Managua, $3.89.

Managua, the capital, with an urban population of 33,000, stands on the southern shore of Lake Managua, 187 miles from Bluefields and 52 from León. The principal products are coffee, cacao, cattle, and sugar. The chief buildings are the President's House, the National Palace, and National Bank of Nicaragua. There is a fine park, and a fine road to the "sierras," the coffee district, with beautiful scenery *en route*.

HOTELS :—Lupone, Versailles, Central, América.

RAIL :—Pacific Railway (from Corinto, León, or Granada).

Puerto Cabezas (Bragman Bluff), on the Atlantic Coast, north of the Rio Grande, the seat of two important American enterprises, has a railway open to Obrayeri, and under construction for 120 miles inland, a dock and facilities for shipping bananas, mahogany, and metals. An expenditure of about £1 million is being incurred upon the development of the district.

Chinandega is reached from Corinto or Managua by the Pacific Railway. The centre of a large agricultural district, it contains the San Antonio, the largest sugar mill in Central America. 74 miles from Managua, 13 from Corinto. Population, 10,500.

HOTELS :—La Unión, Iberico.

Granada, on the shore of Lake Nicaragua, has a population of about 18,000. The town is 30 miles from Managua and 118 from Corinto. It is the third city of the republic. The chief products are sugar, coffee, cacao, fruit, alcohol, hides, cotton, indigo.

HOTEL :—Alhambra.

Greytown (San Juan del Norte), a port of fair importance at the mouth of the San Juan River, is on the Caribbean Sea. Vessels lie about a mile offshore and lighters are used. There is a good steamship connection with Granada via the river and Lake Nicaragua. Population about 900.

HOTEL :—Central.

Jinotega, with a population of 4,000, is 130 miles north-east from Managua and 14 miles from Matagalpa from which point the town is accessible by pack animal.

León, the former capital, with an urban population of 24,000, is one of the most important cities in the republic, standing in a rich agricultural district 35 miles from Corinto and 52 from Managua. It is the principal distributing centre for the departments of Nueva Segovia, Esteli, Jinotega, and Matagalpa. There is a fine cathedral. A motor road is in construction along the shore to Poneloya (19 miles).

HOTELS :—Metropolitano, España.

Masaya, with a population of 14,000, about 27 miles south-east from Managua, and served by rail from Corinto (100 miles), is a centre for a rich agricultural district growing tobacco, corn, rice, sugar, coffee, and vegetables. The Santiago volcano is near the town.

HOTEL :—Central.

Matagalpa, a town of 6,000 inhabitants, 120 miles north-east of León in a mountainous, well-watered district, enjoys a bracing climate. Foreign planters have developed a large industry in coffee of the highest grade, and there are extensive forests and cattle ranges in the vicinity. The journey from Managua occupies six to eight hours by motor in the dry season, or two days by mule back in the rainy months. Mule transport is available from León (2½ days).

HOTELS :—Setentrional, Casino.

PHYSICAL FEATURES.

Nicaragua, the largest of the Central American Republics, is bounded on the north by Honduras, on the east by the Caribbean Sea, on the south by Costa Rica, and on the west by the Pacific Ocean. The superficial area is about 49,200 square miles. The longer coast-line, 300 miles, fronts the Atlantic; the Pacific coast-line is 100 miles shorter. The fact that Nicaragua is traversed by two mountain ranges causes considerable diversity of climate and

products. The plateau and uplands are healthful and fertile, and the lowlands tropical. Several of the mountain peaks are extinct volcanoes. A double volcano, an active one, forms an island, Ometepe, in Lake Nicaragua.

There are two fine lakes. Lake Nicaragua, the larger, is about 92 miles long and 34 wide, and navigable throughout, while Lake Managua, connected with it by the River Tipitapa, is some 32 miles long and varies from 10 to 16 miles in width. Of rivers the best known are San Juan, connecting Lake Nicaragua with the Atlantic, on which a regular steamship service runs between Greytown and Granada; and the Bluefields River, navigable for 65 miles or more from Bluefields to the city of Rama. The Coco or Segovia River in its first 50 miles is known by an extraordinary diversity of names, first as the Somoro River, and then as the Cabrugal or Cadrullal, Coco or Cocos, Yoro or Yare, Portillo, Liso, Tabacac, Encuentro, Pantasma, Segovia, Gracias or Cape River, Hervias River, and at its mouth the Wanks or Yankes River.

The western half of Nicaragua contains three-fourths of the **population,** chiefly of mixed Spanish and Indian blood, with many Nicaraguans of pure Spanish descent. The eastern half, containing the banana plantations, has a number of negroes from the West Indies, also natives of mixed negro and Indian blood. The total population is estimated at 700,000.

Rain is very frequent during practically the whole year in the eastern part of the country. In the western half there are wet and dry seasons, from May to November, and December to April respectively. The prevailing winds are from the north-east, laden with moisture from the Atlantic.

ADMINISTRATION.

The country is divided into 13 departments, and 2 comarcas, each under a military commandant, who has supervision of finance, public instruction, and other matters. There are 105 municipalities in the Republic.

Besides a Supreme Court, there are three courts of second instance, and several inferior tribunals.

The Departments are:

Bluefields.
Carazo.
Chinandega.
Chontales.
Esteli.
Granada.
Jinotega.
León.
Managua.
Masaya.
Matagalpa.
Nueva Segovia.
Rivas,
and the Comarcas of Cabo Gracias and San Juan del Norte.

Roman Catholicism is the prevailing religion. There is an archbishop, with his seat at Managua, and bishoprics at Matagalpa, León, Granada, and Bluefields. Spanish is the language of the country.

GOVERNMENT.

The Constitution of April 5, 1913, provides for a Congress of two houses, consisting of 43 deputies, elected every four years by popular vote, and 23 senators elected for six years. The executive power is vested in a President, appointed for four years. Earlier Constitutions were promulgated in March 1905 and March 1912.

PAST PRESIDENTS (SINCE 1894).

General José Santos Zelaya	1894-1906
Dr. José Madriz (provisional)	1909
Juan J. Estrada „	1910
Adolfo Diaz (provisional)	1910
Adolfo Diaz	1913
General Emiliano Chamorro	1917
Diego M. Chamorro (d. 1923)	1921
Dr. Bartolo Martinez	1923
Carlos Solórzano	1925
Adolfo Diaz (*ad interim*)	1926

PRESIDENT.

General José Moncada	1929

MINISTRY.

Interior	Bernado Sotomayor.
Foreign Affairs	Dr. Manuel Coedero Reyes.
Finance	Antonio Barberena.
De elopment	Benjamin Abaunza.
Education	Dr. Leonardo Argüello.

NATURAL RESOURCES.

Nicaraguan products are chiefly agricultural, with coffee as the chief crop in the western and bananas in the eastern parts of the country. Cabinet woods occupy second place in the exports, and next rank sugar, gold, hides, silver, and cotton. Other products of more than local importance include beans, cacao, coconuts, grain, wild rubber, dyewoods, and lard.

Cattle raising is carried on extensively for supply on foot to the neighbouring republics, and principally on the plains of Chontales, north of Lake Nicaragua. Mining is hampered by defects of transport, which confine production of gold and silver to the richest and most favourably situated deposits. Gold-bearing gravels are worked on the Coco River and its tributaries. The output of gold, about £300,000 at its highest, was recorded at £126,400 in 1927.

Coffee is a product chiefly of the Sierras of Managua, the lower-lying Pueblos of Masaya and of the district around Matagalpa. The coffee is of the mild or Arabian type, and more than half the crop finds its market in the United States. The output increases and the average production during recent years is estimated at 35 million lb. per annum. Labour is somewhat scarce, and planters recruit helpers from the towns for the picking season. The exports are reported as 38,878,000 lb. (1926) and 22,563,200 lb. (1927), the fall being attributable to the political disorders.

Bananas are cultivated for the American market and chiefly in El Gallo district, situated 80 miles up the Rio Grande, whence they are brought by barges to steamers loading at cayes about twelve miles off the coast. The Escondido district is the second in importance, and its bananas are loaded into sea-going ships at the river port of Rama. The Wawa district, for which the port is Puerto Cabezas (Bragman Bluff), is being developed with a view to supplying the European markets. The export of bananas was recorded in 1923 as 3,420,300 stems, since when the quantity has been somewhat lower and was 2,386,200 in 1927.

Mahogany, exported from the east coast in an estimated average value of £220,000 per annum, is by far the most considerable of the forest products. Small quantities of cedar and pine are obtained from the east coast and unexploited pine woods extend along the northern frontier. Rosewood and lignum vitæ are obtained from the west coast, whence also dyewoods are exported, including fustic and logwood.

FOREIGN TRADE.

The United States in 1928 furnished 63 per cent. of the imports of the country and received 52 per cent. of the exports.

	Imports.	Exports.
1927	$10,208,242	$9,025,677
1928	$13,350,451	$11,693,212

Transport :—The chief railway is the National or Pacific Railroad with about 170 miles in the extreme west of the Republic, connecting Corinto, Chinandega, León, Managua, Masaya, Granada, and Diriamba. A steamer worked in conjunction with the railway plies from Granada, visiting the small towns upon Lake Nicaragua.

The Cuyamel Fruit Co. has some 26 miles of plantation railway from El Gallo, and the Bragman Bluff Co. 50 miles of rail along the Wawa River.

Various projects have been entertained for a line connecting Monkey Point upon the Atlantic coast with the eastern border of Lake Nicaragua, so affording a combined train and steamer transcontinental route from Corinto.

Roads :—These, for the most part, are mere tracks. There are only three meant for motor traffic: (1) Managua to Diviamba, 50 kilometres; (2) Puerto Diaz to La Libertad, 63 kilometres; (3) Managua to Matagalpa, 140 kilometres. The last is not yet finished.

A NICARAGUAN CALENDAR.

1522. Gil Gonzalez de Avila landed.
1524. Granada founded.
1687. British Protectorate of Mosquito Coast asserted.
1786. British evacuated Mosquito Coast.
1821. Nicaragua declares itself independent of Spain.
1826. First survey for a Nicaraguan Canal.
1838. Separate Republic proclaimed.
1848. British occupy Greytown.
1855. William Walker, "Filibuster," arrives.
1860. Walker shot. Nicaragua assumes control of Mosquito Coast.
1863. War between Nicaragua, Salvador, and Costa Rica against Guatemala and Honduras.
1867. Treaty of commerce and navigation with the United States.
1885. A defensive alliance made between Nicaragua, Salvador, and Costa Rica against Guatemala.
1886. Peace signed with Guatemala.
1889. Nicaragua Canal Bill passed.
1891. Insurrection in Granada suppressed.
1894. War with Honduras.
1895. British Vice-Consul at Bluefields, Hatch, and other British subjects expelled for alleged conspiracy. British squadron occupies Corinto until indemnity paid.
1897. War with Honduras. Zelaya declares himself Dictator. Joins the "Greater Republic" of Central America.
1898. Boundary dispute with Costa Rica settled by arbitration.
1900. Nicaragua Canal Bill passed by United States Senate.
1901. Hay-Pauncefote Canal Treaty signed.
1905. Constitution promulgated. Commercial treaty with Great Britain.
1907. War with Honduras and Salvador. Peace signed.
1909. Rising against Zelaya. President Madriz succeeds Zelaya.
1912. New commercial treaty with Great Britain.
1916. United States Treaty to acquire rights on the Nicaraguan Canal Route.
1919. Joins the League of Nations.
1921. Refusal to enter Central American Federation.
1925. Departure of U.S. Marine Legation Guard.
1926. Adolfo Diaz appointed President *ad interim*.
1927. Civil War. Stimson arrangement for a constabulary under U.S. officers.
1928. Engagements between U.S. Marines and General Sandino's insurgents. General election.

THE CANAL PROJECT.

Lake Nicaragua is at an elevation which would lend itself to the construction of a new trans-isthmian canal utilizing the San Juan River from Greytown on the east and a cut from the lake to San Juan del Sur on the western side. A concession for such a canal was obtained in 1916 for ninety-nine years by the United States Government. Should the project culminate at any time in the construction of the canal the international importance of the country would be enormously increased.

Construction of the Panamá Canal indefinitely postponed a scheme for harbour construction at Greytown, 100 miles of river improvement, 70 miles of lake crossing to Las Lajas River, and then up that river to the watershed and down the Rio Grande to Brito on the Pacific, where more harbour works would be required. The length would be 187 miles and a system of locks would be needed. It was reported in March 1929 that the American Government was making arrangements for a survey by American engineers.

Public Debt :—The bonded debt exceeded 32 million córdobas in 1911, when the Collectorship-General of Customs was instituted. At February 1, 1928, the external debt stood at £677,440, and the internal debt at 2,372,000 córdobas, exclusive of the outstanding bonds of 1904 due in 1929, to the value of 30,000 córdobas.

The claims in connection with the civil war have been recognised as a part of the national debt.

CURRENCY AND MEASURES.

The gold standard is in force, and the unit of the **currency** is the córdoba, divided into 100 centavos, equivalent to the United States dollar. Fractional coins are the 5, 10, 25, and 50 cent pieces in silver, and copper coins of half a cent and one cent.

The metric system is official; but in domestic trade local terms are in use; for example, the medio, which equals a peck, and the fanega of 24 medios. These are not used in foreign trade. The principal local weight is the arroba=25 lb. and the quintal of 101·417 English lb.

Public Holidays :—Most of the feast days of the Roman Catholic Church are observed. Other holidays are :—

January 1 : New Year's Day.
July 4 : Independence of the United States.
July 14 : Feast of France.
September 14 and 15 : Independence of Central America.
October 12 : Columbus or Discovery Day.
November 28 : Peace Day.
December 25 : Christmas Day.

Press :—Managua : "El Comercio," "La Prensa," "Diario Nicaragüense," "La Tribuna," "La Noticia," "Diario Moderno." Granada : "El Correo." León : "El Centro-Americano," "El Eco Nacional." Bluefields : "La Información."

POSTS AND TELEGRAPHS.

Mails from the United Kingdom to Nicaragua are sent via Panamá, and take about four weeks. Delays occur in transmission between the western ports and the interior due to the inadequacies of transport. Postage 2½d. for the first ounce; 1½d. for each ounce after.

Under the postal tariff of 1921 letters cost :—

1. For Europe, Asia, and Africa (excepting Spain) : 10 cents for the first 20 grammes or fraction, and 5 cents for each additional 20 grammes.

2. For the United States and Spain : 2 cents for each 20 grammes or fraction thereof.

Telegraph and telephone lines are owned by the Government. There is a cable connection over the lines of the Central and South American Co., via San Juan del Sur. There are wireless transmitting stations at Managua, Bluefields, and Cape Gracias, and private stations at Puerto Cabezas and on the Rio Grande.

NICARAGUAN LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (4 Moorgate, E.C.2)	Minister Resident	Eduardo Pérez-Triana.
Manchester .. .. (86 Princess Street)	Consul-General (for Great Britain).	Jorge Lacayo.
(120 Portland Street)	Consul	Ernesto Bermudez.
London .. .. .. (16 Wormwood Street, E.C.2)	Consul	Saturnino Gamez.
Birmingham	Consul	G. T. Hotchkiss.
Liverpool	Consul	Ernesto Bermudez.
	Vice-Consul	E. A. Barker.
Nottingham	Consul	Max Frank.
Southampton	Consul	W. J. Warren.
Cardiff	Consul	A. J. Bovey.

BRITISH LEGATION AND CONSULATES IN NICARAGUA.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
(*See* Guatemala.)	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General ..	H. A. Grant Watson	—
Managua ..	(M) Consul	H. S. Loudon ..	Republic of Nicaragua.
	Vice-Consul ..	H. I. Thompson ..	
Corinto	Vice-Consul ..	John L. Griffith ..	
Matagalpa ..	Vice-Consul ..	Alex. Potter ..	
León	Vice-Consul ..	F. A. May ..	Atlantic Coast of Nicaragua.
Granada ..	Consular Agent ..	T. Cranshaw ..	
Bluefields ..	(M) Consul	E. O. Rees	

Guidance for Commercial Travellers.

Passports duly *visé* by the Nicaraguan Consulate are obligatory.

The separate municipalities impose taxes upon commercial travellers and enforce their payments. In Managua the tax is 25 córdobas for each visit.

Samples of no value are not liable to duty, but duty is collected on those of commercial value. In the latter case the samples must be examined and the duties deposited in the custom house, together with a declaration of the intention of the traveller to re-export them. (A bond is accepted in lieu of cash for deposit of duties.) Samples must be re-exported from the port of entry if advantage is to be taken of this arrangement, and re-exportation must take place within six months. The importation of catalogues brought by commercial travellers is free, and there are no regulations affecting their use, distribution, or sale.

PANAMÁ

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

HOTEL CENTRAL
Cathedral Plaza
PANAMA CITY

Situated on the Most Attractive Park of Historic Panama and in the Centre of the City's Banking and Shopping Activities, Hotel Central is Doubly Inviting to Sea-Rovers and Tourists of the World.

Rebuilt, renovated throughout and newly furnished –with palm-garden, patios and balconies so decorated as to satisfy the tastes of family refinements – and provided with duplicate elevator service complete – it offers accommodations unique and of the best.

Dining Hall, Tea-room, Café, Bar and Baths all in their Service bear the Stamp of Quality and Excellence.

Under New Management.

ANDREW JOHNSTON

Managing Director

PANAMÁ.

Ocean steamers make the transit of the Canal in six or seven hours and their decks form the most advantageous point for seeing the Canal works and surroundings. The isthmus may, however, be crossed in two hours by train. There is a daily service of aeroplanes in each direction, connecting the isthmus with central America and many of the South American Republics. Presenting an enormous saving of distance, the Canal affords a route to New Zealand, San Francisco and North Pacific ports as much as to the West Coast of South America.

One of the numerous meeting-places between the new American and the old Spanish cultures, it has the conveniences of the one with the picturesque interest of the other. A point of sojourn for travellers to and from all parts of the world, it has hotels designed to mitigate the ardours of a tropical climate. The opulence of the tropical foliage, the splendour of the sunsets, the jewelled profundity of the starry skies constitute a large part of the attractions of Panamá to the visitor.

Transhipment :—Facilities are given by ocean-going steamship companies to break journeys at Panamá, resuming the voyage by some later vessel.

Both from Cristóbal and Balboa there are regular services to the Pacific ports of Central America, notably to :—

Puntarenas (COSTA RICA)	La Unión (SALVADOR)
San Juan del Sur (NICARAGUA)	La Libertad „
Corinto „	Acajutla „
Amapala (HONDURAS) „	San José (GUATEMALA)
	Champerico „

There are regular sailings to the Caribbean ports of Colombia, Venezuela and the West Indies, Ecuador, Peru and Chile; and sailings at irregular intervals to the minor Peruvian and Chilean ports.

Cristóbal, in the Canal Zone, is the twin city of Colón, and its piers are the normal point at which steamer passengers arriving from the Atlantic break their journey, to rejoin the ship at either end of the Canal. Conveyances are always found waiting at the Docks for the use of passengers wishing to make visits to Colón and other points. There is an Air Service to Panamá City and David.

Colón, a modern city, the capital of its province, and situated at the Atlantic entrance to the Canal, is the terminus of the railroad, and 47 miles north from Panamá City. The town was originally called Aspinwall, after one of the founders of the Panamá Railroad. The present name commemorates Columbus. It stands on what was formerly Manzanillo Island, now connected with the mainland by an embankment. Formerly a hotbed of yellow fever, the campaign against the mosquito has improved the town out of all recognition. Outside of the Canal Zone and of the restrictions imposed by the Volstead Act, the town is one of gaiety by night with its numerous cabarets. Population 32,000.

There are opportunities of purchasing objects of local and other handcraft in the thoroughfare leading from Cristóbal. The points of interest near at hand include the Gatun Locks where ships in transit pass from sea-level to Gatun Lake; Mount Hope; the

submarine base at Coco Solo; the aerodrome at France Field and various military posts including Fort Davis; and the lawns and capital swimming pool in the grounds of the Hotel Washington.

HOTELS :—Washington (December to March, $12 to $2.50: April to November, $10 to $1.50), Imperial, Astor, Royal.

CLUBS :—Gatun Golf Club (18-hole); Strangers' Club.

The Panamá Canal Tarpon Club (entrance fee $15, annual subscription $15) affords accommodation for anglers at the Gatun Spillway at a charge of $5 per day. Live bait is provided, tackle is loaned. The sleeping cots are not furnished with bedding. The kitchen affords facilities for cooking foods to be purchased from the club attendant. The hut is a few yards only from the Spillway, a torrent teeming with large fish.

Ancón, overlooking Panamá City, an agreeable point at which to stay while visiting the isthmus, has the amenities of a first-class hotel, wide roads, and picturesque views of a palm-fringed shore. Here, among trees and flowers, is situated a first-class American hospital.

HOTEL :—Tivoli (overlooks Pacific) (December to April, $12 to $2.50; May to November, $10 to $1.50); owned by United States Government; fishing, bathing, tennis, golf, shooting; European plan.

Balboa, the Pacific entrance to the Canal, and named after the pioneer who first crossed the isthmus, is a short tram ride from Panamá City. The Canal Administration has its offices upon Balboa Heights, overlooking the Pacific, and a visit is commonly included in a tourist itinerary. The Pool at this point is recommended as offering the best bathing facilities.

Panamá City, the capital of the Republic, with a population of about 60,000, is upon the Pacific Coast, 47 miles from Colón. The town was built in the seventeenth century near the site of an earlier city. The ruins of Old Panamá are about half an hour's motor drive from the modern city by a concrete road. The town was captured, sacked, and destroyed by Morgan, the buccaneer. The climate is somewhat variable; mean temperature about 80° Fahr.

The palm shaded beaches, the islands of the Bay, and the encircling hills constitute a large part of the charm of the city. The cabarets and night life constitute an attraction to the adventurous.

The Cathedral possesses twin towers and the domes are encased in mother-of-pearl. It stands in the Avenida Central; facing it are several public buildings, and the Episcopal Palace and old Government Palace. At the lower end of the Avenida, behind a group of Government buildings, stands the National Theatre—one of the finest of its kind. A noteworthy new building is the Palacio Municipal or City Hall. At the foot of Ancón Hill stands the Instituto Nacional, the University of Panamá. The San José Church is notable for a golden altar which is said to have been preserved from pillage by the buccaneers by being painted in imitation of wood.

EXCURSIONS :—By motor to Ancón, Balboa, Yacht Club, Miraflores and Pedro Miguel Locks or to Old Panamá via Bella Vista.
BATHING :—Bella Vista Beach and Taboga Island.
CLUBS :—Union, Century, Miramar.
ADDRESSES : Panamá Tourist Bureau, 19 Avenida Central; British Legation, Exposition Grounds.
GOLF :—Panamá Golf Club; Amador Golf Club; Miraflores.
FISHING :—Mackerel, red snapper, and other fish in the bay.
RACING :—Juan Franco Racecourse.
HOTELS :—Central, Tivoli (at Ancón, distant one mile), Internacional, Metropole, Continental, American, France, Europa.
AIR SERVICE :—To Cristóbal and David.

Taboga Island, Panamá Bay, one hour from Balboa by launch, is an extinct volcano rising from the waters of Panamá Bay. The architecture is interesting, and the island is a favoured summer resort. The climate is salubrious, and the island pineapples and mangoes have a high reputation. The sea-bathing is good, and there is an interesting native village.
HOTEL :—Aspinwall.
POINTS OF INTEREST :—Church (300 years old); Morro Island, Fishing Village, Taboguilla Island, Old Spanish Cemetery.

Almirante, on the south-western side of the Chiriqui Lagoon, a headquarters of the United Fruit Co., has a 1,000-ft. dock, a modern hospital, and a number of auxiliary enterprises, including a cold storage plant and a rail connection to Bocas del Toro.

Aguadulce, a seaport on the Pacific in the province of Coclé, is about 28 miles from Penonomé and 113 miles from Panamá City. It is reached by steamer, or by motor road. The port facilities are being enlarged. Population about 8,000.

Bocas del Toro, capital of the province, stands on an island of the same name in Chiriqui Lagoon. It ranks third in importance in the Republic, and has virtually been re-created since 1906; population 10,000. The export banana business is carried on upon a large scale. Bocas is reached from Colón (160 miles) by local steamer, or by a weekly motor launch. It is headquarters of the United Fruit Co., and is readily accessible from Port Limón, Costa Rica (60 miles by sea).
HOTELS :—Washington, Central.

David, capital of the province of Chiriqui, one of the largest and richest provinces, has 6,000 population. Situated on the David River, about five miles from Pedregal, its port, it is distant 310 miles from Panamá City, and is accessible from that and other Pacific ports by river steamers. The time of transit from Panamá varies according to the number of wayside calls, and at best is some 30 hours.
HOTEL :—Santiago Lombardi.
AIR SERVICE :—To Cristóbal and Panamá City.

El Porvenir, in the Bay of Mandingo, east from Colón, is the newest port on the Atlantic coast; opened in 1916.

Pearl Islands, 40 miles south-east of Panamá City, a centre of the pearl fishery, are visited by launch, especially by sea-anglers. The Tourist Bureau organizes periodical two- or three-day excursions. Fish, including Spanish mackerel, red snapper, corbina, and other species abound. The native fishers inhabit bamboo huts.

Porto Bello, about 17 miles north-east of Colón, is reached by sea. Columbus used the harbour in 1502, and it was a Spanish garrison town for more than two centuries. Drake died and was buried at sea off the Bay of Porto Bello, where stood Nombre de Dios, then the head of the Gold Road. There are the ruins of a cathedral and of various forts, a waterfall, and mountain views. The local rainfall averages 163 inches per annum.

Santiago, capital of Veraguas province, lies 155 miles from Panamá City. Rather difficult of access, it can be reached from Panamá by steamer via Puerto Mutis or Aguadulce, thence by motor over an excellent road. Population 5,000.

PHYSICAL FEATURES.

The Republic is bounded on the north by the Caribbean Sea, on the east by Colombia, on the south by the Pacific Ocean, and on the west by Costa Rica. It contains the Panamá Canal Zone, a strip of land 10 miles wide occupied by the United States. A Boundary Commission has been appointed to delimit the unexplored Colombian frontier.

The total area is 32,380 square miles, about one-fourth of which is inhabited. The length of coast-line is 477 miles on the Atlantic and 707 miles on the Pacific side. The two mountain ranges traversing the country enclose a number of valleys and plains with excellent pasturage for cattle. There are extensive forests on the slopes of the mountains, and numerous banana plantations along the Atlantic coast.

The **climate** is tropical, with a heavy rainfall, especially on the Caribbean coast. In the interior, at the higher altitudes, the temperature averages about 66° Fahr. On the coast the mean temperature is about 80° Fahr. The dry season extends from January to April. The heaviest rains occur during October and November. On the Atlantic coast the average annual rainfall is about 140 in.; on the Pacific, 60 in.; and in the interior, 93 in.

According to the census of 1921 the **population** of the Republic is 442,480, with some 52,000 whites, 86,000 negroes, 33,500 Indians, 3,000 Orientals, and 268,000 mestizos. Within the Canal Zone at June, 1928, there were 28,000 in the civil population, and some 10,000 troops.

PAST PRESIDENTS.

Dr. Manuel Amador Guerrero	1904
José Domingo de Obaldia	1908
Carlos A. Mendoza	1910
Pablo Arosemena	1910
Rodolfo Chiari	1912
Belisario Porras	1912
Ramón Valdés	1916
Dr. Belisario Porras	1918
Ernesto Lefevre	1920
Dr. Belisario Porras	1924
Rodolfo Chiari	1928

PRESIDENT.

Florencio Harmodio Arosemena.

MINISTRY.

Treasury	Tomás Gabriel Duque.
Public Instruction ..	Jeptha B. Duncan.
Foreign Relations ..	J. Demóstenes Arosemena.
Government and Justice	Adriano Robles.
Public Works	Luis Felipe Clement.

ADMINISTRATION.

The eight provinces, with their capitals, are Bocas del Toro (Bocas del Toro), Coclé (Penonomé), Colón (Colón), Chiriqui (David), Herrera (Chitré), Los Santos (Las Tablas), Panamá (Panamá), Veragua (Santiago).

The Pacific island of Coiba, 30 miles from the mainland, off Pedregal, Chiriqui, is reserved as a penal colony.

Constitution :—Panamá asserted its independence of Colombia on November 3, 1903. The Constitution, amended in 1918 and 1928, provides for a Chamber of Deputies of 46 members (one for every 15,000 inhabitants), elected for four years. The President is elected by direct vote for four years and is not eligible for the succeeding term.

The **language** of the country is Spanish; but English is understood by the majority of commercial men in Panamá and Colón.

Roman Catholicism is the religion of the Republic. Protestantism has a large following in the Canal Zone.

A PANAMANIAN CALENDAR.

1501. Rodrigo Galvan de Bastidas discovers Panamá. Columbus, on his fourth voyage, reaches Porto Bello.
1513. Vasco Nuñez de Balboa crosses the Isthmus and discovers the Pacific Ocean.
1514. Pedro Arias de Avila arrives as Governor of the Gulf of Uraba.
1519. Balboa beheaded.
1546. La Gasca arrives at Nombre de Dios.
1595–6. Drake captures Nombre de Dios.
1597. The Spaniards fortify Porto Bello.
1602. William Parker's freebooting expedition.

1670–1. The pirate Henry Morgan burns and loots Panamá.
1673. The present city of Panamá founded.
1698. William Patterson's attempt to colonize the Isthmus of Darien.
1700. Patterson surrenders to the Spaniards and leaves the colony.
1821. Panamá declares its independence. Union with Colombia.
1850. Railway to link up Colón and Panamá City begun.
1855. Railway linking up Colón and Panamá City opened.
1888. Lesseps plans the Panamá Canal.
1900. Boundary dispute with Costa Rica settled by arbitration.
1903. Panamá asserts its independence of Colombia.
1903. Treaty between Panamá and the United States for the Panamá Canal.
1904. Dr. Manuel Amador Guerrero elected first President.
1904. Constitution promulgated.
1914. Opening of Panamá Canal to commercial traffic.
1919. Joins the League of Nations.
1924. Panamá recognized by Colombia as a nation.
1926. Military Treaty with United States discussed.
1928. Death of Maj.-Gen. Goethals, Canal Engineer.
1929. Commercial Treaty with Great Britain.

NATURAL RESOURCES.

The soil is fertile and the vegetation luxuriant, but comparatively a small part of the country has been brought under cultivation by forest-clearing, for which purpose local supplies of labour are inadequate.

Bananas are a product principally of the Caribbean coastal area, and are shipped most largely from Bocas del Toro on the Costa Rican border. Bananas are collected at Colón from estates near Lake Gatun, San Blas and from Armila near the Colombian frontier. Extensive developments are taking place also on the Pacific coast at Tonosi, in the western part of the country.

Bocas del Toro has hitherto yielded the best fruit, and despite plant diseases about 1½ million stems, chiefly of the Gros Michel variety, are produced annually at that point. From ports within the Canal Zone, 2,773,800 bunches were shipped in 1927. Bananas account for about three-fifths of the total exports and are marketed almost solely in the United States.

Coconuts are produced chiefly on the Atlantic seaboard and on the coral islands and coasts of the Gulf of San Blas. The nuts from this district have an excellent reputation. The trees come into full bearing in about eight years.

The production of **sugar** is steadily increasing. The chief plantations are in the Provinces of Coclé and Chiriqui, and the principal concern is the Santa Rosa at Aguadulce. Cane grows rapidly even in the absence of high cultivation and sufficient is planted to satisfy the home market. No duty is payable upon machinery or supplies and there are six sugar mills. The distillation of industrial alcohol is carried on upon a considerable scale. 95,000 bags (of 100 lb. each) were produced in 1928.

Cacao, grown in Bocas del Toro province upon derelict banana estates, is planted also in Chiriqui and occurs in the wild state in the district eastward of the Canal. The export value in 1927 was £62,800.

A good grade of **coffee** is grown in Chiriqui and supplies a large

part of the local demand. About 1,000,000 trees are now planted in the new section, and when these come into bearing it is anticipated that there will be coffee for export. A macadam road is being built through the district, to connect with the railway at Boquete.

Rice grows in the coastal regions and upon the lower hills. In the opinion of experts maize might be made one of the most important crops. Tobacco is grown, but not scientifically. Cotton has been grown on a small scale.

There is a small output of rubber; mahogany and other valuable tropical woods are also grown. Copaiba, sarsaparilla and ipecacuanha are exported, and tobacco in moderate quantities, as well as balata, mother-of-pearl, and tortoiseshell.

Cattle-raising is one of the more important sources of wealth, and the plains near Anton and in Chiriqui, the western province, afford good grazing. There are probably 350,000 head of cattle, most of them of small native breed, with a proportion of improved stock.

Mining rights known as the Veraguas Concession (1,150 sq. miles), the Darien Concession (3,400 sq. miles), and mining properties known as El Remance (Veraguas) were granted by the Government of Panamá early in 1925, conferring certain exclusive privileges for a term of ten years. The lease was acquired, 1926, by the Panamá Corporation, Ltd., a British company, with a view to the exploitation of districts which have been productive of gold for centuries past. An extension of 2,000 square miles was granted in 1929.

Development work has been done at the Gallo Mine, Las Minas, Herrero Province, in the eastern part of the country. The district is accessible from Panamá City by motor in the dry season, followed by 5 hours' horse ride; or by boat across the Gulf of Panamá to Chitre, followed by one day on horseback.

There are **manganese** deposits at Mandingo Bay in the San Blas Gulf, and in the Boqueron Valley near Nombre de Dios. The ore appears in boulder and blanket formation. The grade is high, and the visible supply has been estimated at 150,000 to 200,000 tons.

Aluminium, coal, iron, and asbestos have been found in addition to the minerals named.

Oil has been sought fruitlessly in the western part of the country and has been proved in Darien Province, east of the Canal. Experimental drilling continues.

Flora and Fauna :—The vegetation is practically that of a tropical rain forest, and the species of flowering plants probably exceed 2,000 in number.

Over 50 species of commercially valuable timber are found and many medicinal plants. Toquilla palms yielding hat straw grow wild. On the Pacific coast side of the Province of Veraguas there are extensive forests of valuable hardwoods, including mahogany of a very fine class, also a somewhat similar kind of wood called Maria or Santa Maria. The mahogany is much superior to that found in other parts of the Republic, and arrangements are now being made for operations on an extensive scale.

Of mammals, the chief are opossums, sloths, anteaters, armadillos, peccaries, deer, tapir, olingos, rats, tayra, agoutis, pacas, squirrels, rabbits, racoon, coati, ocelot, jaguarondi, jaguars, bats, night monkeys, howling monkeys, white-throated capuchin monkeys, and the spider monkey. There is a biological station at Barro Colorado in connection with the National Research Council, Washington, D.C., U.S.A. The resident custodian is Mr. James Zetek.

Alligators abound in the creeks of the coast. Duck and other migratory birds are plentiful in season.

Exports :—The chief commodities are stated in the order of their respective importance : Bananas, cacao, coconuts, ivory nuts, hides, tortoiseshell, mother-of-pearl, pearls, timber and balata.

Brewing, distilling, and the manufacture of soap, candles, shoes and hats are conducted on a minor scale and there is a small tobacco factory. Coral and sponges are obtained off the coasts, and pearls from the Pearl Islands, about 50 miles from Balboa. Sea salt is evaporated at Aguadulce.

INTERNAL COMMUNICATIONS.

Roads :—Progress has been made since 1919 in the construction of good roads beyond the limits of the Canal Zone.

The work in hand and partially completed will give metalled roads westerly from Panamá City to Santiago and Mensabé, following roughly the outline of the Pacific Coast; and easterly from Panamá City and Old Panamá to Chepo.

Extraordinary numbers of bridges are necessitated by the contours, and the heavy rains demand exceptionally solid construction. A paved highway from Panamá to Colón is contemplated under agreement with the U.S. Government, as well as an improved crossing at Pedro Miguel Locks.

Railways :—In addition to the railroad which forms part of the Canal undertaking, there are certain lines in Chiriqui Province. The Pacific port Pedregal is connected by narrow-gauge railway with David, Potrerillos, and Concepción, and an extension to the wharf at Puerto Armuelles is in project. A plantation line of 144 miles exists in Bocas del Toro Province for the carriage of bananas.

Immigration is restricted. Admission is denied to various Asiatic and Levantine races and even readmission after absence is conditional. West Indian negroes are admitted conditionally into the Republic, but without restriction into the Canal Zone. Employers are obliged by law to engage Panamanian labour in allotted proportions, rising to 75 per cent. unless the enterprise requires technical knowledge not available within the country.

Coloured people best resist the conditions and tropical diseases incidental to life outside the Canal Zone, and efforts at colonization

by European labourers have met with no success. Sanitation has almost abolished epidemics within the Zone, but the climate is enervating after prolonged residence and periodical returns to a temperate country are necessary to the well-being of Europeans.

Living is costly and employees of the U.S. Government are granted salaries 25 per cent. higher than in the United States, in addition to privileges in the purchase of necessaries.

CURRENCY, WEIGHTS AND MEASURES.

The **metric** system is official. The vara is in use, and English weights and measures are commonly understood.

The standard of **currency** is the balboa, legally equivalent to the United States gold dollar, but balboas are not actually coined. United States silver and nickel coins and paper money circulate in Colón, Panamá City, and the Canal Zone, almost to the exclusion of other currency.

The silver peso is of the same value as 50 cents American money; the medio peso, 25 cents; dos reales, 10 cents; and un real, 5 cents. The nickel medio equals 2½ cents U.S. currency.

PUBLIC HOLIDAYS.

January 1 and 2 : New Year.
January 21 : Foundation Day.
February 22 : Washington's Birthday.
May 1 : Labour Day.
May 30 : Memorial Day.
July 4 : Independence Day.
July 14 : Fall of Bastille.
July 24 : Bolívar Day.
September 5 : Labour Day.
October 12 : Discovery Day.
November 3 : Secession from Colombia.
November — : U.S. Thanksgiving Day.
November 28 : Independence from Spain.
December 25 and 26 : Christmas.
Carnival : Monday afternoon and Shrove Tuesday.
Easter : Holy Thursday afternoon and Good Friday.

POSTS AND TELEGRAPHS.

Panamá is in the Postal Union, and foreign letters are handled at Panamá, Colón, and Bocas del Toro.

Foreign letters 5 cents per 20 grammes, 3 cents each additional 20 grammes. Post cards 2 cents.

Inland letters (including Canal Zone and U.S.A.) 2 cents for 20 grammes. Post cards 1 cent. There is a tri-weekly air mail service between Cristobal and Miami, Florida.

There are 39 telegraph and 189 national telephone offices, and various wireless telegraph stations, all under U.S. control, with a high-power station at Darien. A broadcasting station has been established at Balboa.

PRESS.

The "Star and Herald" (Panamá), and the "Panamá American," are the two daily newspapers (English and Spanish). Other papers are "El Diario de Panamá" (daily); "The Central American Express" (weekly); "El Tiempo" (daily, Spanish); "Ecos del Valle" (daily, Spanish); "El Mundo" (weekly, Spanish); "Motivos Colombianos" (fortnightly, Spanish); "The Independent" (weekly, English and Spanish).

CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (81 Piccadilly, W.1)	Envoy Extraordinary and Minister Plenipotentiary.	Octavio Méndez Pereira.
London .. .. .. (232 Finsbury Pavement House, E.C.2)	Consul	Carlos A. Lopez.
	Vice-Consul	C. J. Dunbar MacConnell.
Birmingham	Consul	Sergio S. Sauri.
Cardiff	Consul	Alfred J. Bovey.
Glasgow	Vice-Consul	Charles John Cleland.
Liverpool	Consul-General	José Luis Hernández.
Newcastle-on-Tyne ..	Vice-Consul	T. F. Weidner.
Nottingham	Consul	Henry W. Krabe.
Swansea	Vice-Consul	Alfred Rhode.

BRITISH LEGATION AND CONSULATES.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Corps do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Panamá ..	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General	Major C. Braithwaite Wallis	Republic of Panamá.
	(M) Vice-Consul ..	A. D. Francis	Republic of Panamá, and the Panamá Canal Zone.
	Vice-Consul ..	D. L. Humber ..	
Bocas del Toro ..	Vice-Consul ..	William H. Ponton ..	
	Pro-Consul ..	Rev. E. C. Notman ..	
Colón	(M) Consul ..	J. R. M. Fell	
	Vice-Consul ..	F. E. Evans.	
	Pro-Consul ..	Lincoln Delgado.	

Information for Passengers.

In the Canal Zone alcoholic liquors are under the same restrictions as in the United States.

The visa of a Panamanian Consul is requisite in general, upon the passports of all foreign subjects visiting the Republic whether for long or short periods. Under the regulations in force in May, 1928, exemption is granted to the following:

Citizens of the United States unless they intend to take up residence in the Republic. German citizens (other than immigrants).

Passengers disembarking while their vessel makes transit of the Canal.

Passengers bound for the Canal Zone.

Passengers intending to tranship when visas have been obtained for their country of destination.

Guidance for Commercial Travellers.

There are no restrictions upon commercial travellers in the Canal Zone, provided a traveller takes orders from samples. One who disposes of his samples must take out a pedlar's licence.

Taxes for licences available for one month are payable by commercial travellers in Panamá. A separate licence is required for each municipal district. Travellers who visit only their own customers, or come for the special purpose of collecting debts, are not subject to any charges.

Municipal tax in Colón, $12.50; Bocas del Toro, $10 for six months; Panamá, $25 for 30 days.

Samples with value are admitted on deposit of a detailed declaration and a bond to cover the amount of duty. The bond is cancelled on re-exportation of the whole of the samples.

The following is taken from "The Times" of May 3, 1929:—

"The British share in the ex-zone trade, with its exceptionally rapid turnover in the touring season (notably December to April) is not so large as it might and should be. Outside the zone no country has special privileges; the United States is upon the same level as any other country enjoying "most-favoured-nation" treatment, and to this category Great Britain was added on April 8. Ratification of this new "Treaty of Friendship, Navigation, and Commerce" was accorded a warm welcome both by Panamanians and by the English colony, which, although limited to a small group, ranks high in prestige. Advantage should be taken of this friendly gesture by British merchants."

THE PANAMÁ CANAL.

The axis of the isthmus in the Canal Zone runs south-west to north-east, and the Canal is cut almost at right angles, i.e. north-west to south-east. The Pacific outlet is accordingly east of the Atlantic end by nearly 27 miles, and at dawn the traveller sees the sunrise over the Pacific.

The site of the Canal was chosen not solely because of its narrow width. At this point the hills forming the backbone of the isthmus are at their lowest. The Canal follows the valley of the Chagres River on the Atlantic side, and that of the Rio Grande on the Pacific slope. The Gaillard or Culebra Cut spans the distance between. As the crow flies the distance across the isthmus is 34 miles, and from shore to shore the Canal is 42 miles, or 50½ miles from deep water to deep water (in nautical miles 44·08).

The width of the Canal, of 500 ft. in the sea-level section, is 500–1,000 ft. in Gatun Lake, and not less than 300 in the Cut. The depths are 42 ft. in the Atlantic sea-level section, 45 ft. in the Pacific section, and 45–85 ft. in the Lake. The mean level of the Pacific is some 8 in. higher than the Atlantic, but the disparity is not constant throughout the year. On the Atlantic side there is a normal variation of 1 ft. between high and low tides; and on the Pacific about 12½ ft., rising sometimes to 21 ft.

Constant dredging is necessary to maintain a clear channel through the 9-mile Gaillard Cut, and the work is done during the hours in which the canal is closed to traffic.

The Gatun Lake, formed by damming the Chagres, is 85 ft. above sea-level, and the ascent is made by a series of three steps at Gatun Locks. The descent to Pacific level is made by means of the Pedro Miguel Lock, Miraflores Lake, and Miraflores Locks. The flights are duplicated, so that ships may be passed in opposite directions simultaneously. Each lock-chamber has 1,000 ft. of length, 110 ft. width, and some 70 ft. depth. The lock gates weigh 300–600 tons per leaf. The lowest are 47 ft. high, and the largest 82 ft. Timbers and rubber flaps prevent leakage between the gates and the sills of the locks.

The Gatun Lake, even in a relatively dry year, receives an inflow of about 200 billion cubic feet of water, of which about one-half pours over the spillway. The construction has been sanctioned (1928), of a high-level reservoir, the Alhajuela Dam, to feed the lake and provide for projected additional locks which would materially enlarge the capacity of the Canal.

The lock machinery is electrically operated, and much power is used in opening and closing the 23 lock gates (aggregate weight 1,000 tons), raising and lowering the 12 tender chains, and opening and closing the valves. Power for this and other purposes is derived from the hydro-electric station, worked by the spillway from Gatun Lake.

Canal History :—The idea of constructing a canal to unite the Atlantic with the Pacific was already old when Ferdinand de Lesseps arrived in Panamá in 1881 and started his preliminary surveys. Canals—open, level, through tunnels, or with locks—had been planned along various routes, but that fixed upon by de Lesseps was from Limón Bay to Panamá by the Chagres and Rio Grande. A company was formed to carry out this scheme in 1881, with a capital of £53,000,000. Nineteen miles were prepared before the crash in 1891.

The chiefs of the French Canal Company, convinced of their inability to complete the work, started negotiations with the United States and Colombian Governments. Eventually by the Herran-Hay Treaty they were authorized by Colombia to sell all rights and properties to the American Government. This treaty was strongly opposed in Colombia, and its ultimate rejection led to Panamá proclaiming her independence in 1903, and signing the Canal Treaty in November of the same year.

The price paid by the United States Government to Panamá for construction rights was ten million dollars. The French company received forty millions for its rights and properties. The total cost amounted at completion to $375,000,000. The Canal was opened to commercial traffic August 15, 1914. By an agreement, made in 1913, the U.S. Government pays to the Republic of Panamá $250,000 a year.

In the fiscal year 1929 the vessels of all kinds passing through the canal numbered 6,413, or approximately 18 ships per diem. The tonnage of cargo transported verges upon 30 million per annum.

Canal Offices :—The seat of government of the Canal Zone is at Balboa Heights. The building containing the offices of the Governor and the higher officials is on a slight bluff on the western side of Ancón Hill, overlooking the surrounding country from Ancón to the Canal entrance. The private residences of the higher officials surround the administrative offices, and the quarters of other officials are in Ancón or Balboa, and along the slopes of Sosa Hill.

Colonel H. Burgess is Governor of the Canal Zone.

The Canal undertaking, together with the railroad company, employs some 14,000 persons.

Sanitation :—When the United States undertook the construction of the Canal in 1904, Panamá was one of the most unhealthy spots in the world. Yellow fever and malaria had been endemic for years, and these, rather than engineering difficulties, had been responsible for the failure of the French engineer, Ferdinand de Lesseps. Yellow fever has been stamped out, and malaria has been diminishing ever since Colonel Goethals, the first Governor of the Zone, started his campaign. The work of the late Colonel W. C. Gorgas in the same connection has been commemorated by the opening of an Institute at Panamá City for the study of tropical diseases.

The Canal Zone: The Panamá Canal and Railroad.

PANAMÁ CANAL ZONE.

The Panamá Canal Zone, a strip ten miles wide, extends from the Atlantic to the Pacific across the Isthmus. It includes the waters of Gatun Lake and the land round it within the 100-ft. contour line from mean sea-level. The Canal runs through the centre of the Zone, its ports being Colón and Cristóbal on the Atlantic, Balboa and Panamá on the Pacific. This territory is administered by the United States, through the Governor of the Panamá Canal, but the cities of Panamá and Colón, with their harbours, are excluded from his jurisdiction and remain under the Republic of Panamá. Cristóbal and Balboa, the only harbours that need be used by ships passing through the Canal, are under United States rule.

Postal Service : — There is a regular mail service to and from the United States several times a week, and from other countries according to steamship service. Mail from the United States is received approximately one week after posting. Mail for officers or crews of vessels passing through the Canal or calling at terminal ports, unless specially addressed to a local steamship agency, is forwarded to the postmaster at Cristóbal for delivery. The Cristóbal post office is officially advised of the

movements of vessels, and mail is forwarded in the most expeditious manner, by rail or launch. Cristóbal and Balboa have become the terminal ports of the Canal, in place of Colón and Panamá, and letters addressed to agents of steamship lines at the latter places frequently fail to be delivered in time.

The **quarantine** regulations and requirements in brief summary are :—

The quarantine officer will board vessels on the Atlantic side anywhere in the bay; on the Pacific side between San José rock and the entrance of the channel. No vessel is allowed to go to a wharf without authority from the quarantine officer. Boarding hours are from sunrise to sunset.

All vessels from foreign ports are subject to inspection, and all vessels so subject shall be considered in quarantine until granted free pratique, and shall fly a yellow flag from the foremast head from sunrise to sunset.

One crew list and one passenger list must be handed to the quarantine officer when he comes aboard. Vessels must not proceed until these lists have been produced. This does not apply to troopships, men-of-war, or ships carrying contract labourers.

Masters of vessels will be held strictly responsible that no unauthorized person leaves the ship while in the terminal ports, passing through the locks, or in Canal waters. Any violation of this law will subject the vessel to delay and the master to a heavy penalty.

The **Panamá Railroad** runs from Colón to Panamá City (48 miles). A branch line of 5 miles connects Colón with Fort Randolph.

The old Panamá Railroad followed the valley of the Chagres River from Gatun to Gamboa, but this part is now submerged in Gatun Lake, the Canal following the route of the old railway very closely. From Gamboa it crossed the Divide through the present site of Culebra, thence through Paraiso and the bed of what is now Miraflores Lake to Panamá. It was not found possible to utilize much of the old road when the Canal was made, and it was mostly relaid to run roughly parallel with the Canal to the eastward.

There is a frequent train service across the Isthmus and between local points. Between the Canal and the railroad there is strong community of interest. FARE, 1st class return, Panamá-Colón, $4.80. There are stations at Mount Hope, Fort Davis, Gatun, Monte Lirio, Frijoles, Darien, Gamboa, Obispo, Summit, Pedro Miguel, Red Tank, Miraflores, Fort Clayton, Corozal, and Balboa. There are three daytime passenger trains each way daily. The crossing of the Isthmus by train takes two hours, or approximately one-quarter of the time taken by steamers.

Regularized day and half-day excursions have been arranged by the Pacific Agencies Co. to include the principal objects of interest at a set charge for travel and meals.

COMPARATIVE DISTANCE (IN NAUTICAL MILES) AND DIFFERENCE IN DISTANCES VIA PANAMÁ CANAL AND OTHER ROUTES.

To	Via	From New York.	New Orleans.	Liverpool.	Hamburg.	Suez.	Panamá.
Seattle ..	Magellan	13,910	14,369	14,320	14,701	15,397	—
	Panamá	6,039	5,501	8,654	9,173	10,447	4,021
Distance	saved	7,871	8,868	5,666	5,528	4,950	—
San Francisco	Magellan	13,135	13,551	13,502	13,883	14,759	—
	Panamá	5,262	4,683	7,836	8,355	9,629	3,245
Distance	saved	7,873	8,868	5,666	5,528	4,950	—
Honolulu ..	Magellan	13,312	13,728	13,679	14,060	14,756	—
	Panamá	6,702	6,123	9,276	9,795	11,069	4,685
Distance	saved	6,610	7,605	4,403	4,265	3,687	—
Guayaquil	Magellan	10,215	10,631	10,582	10,963	11,659	—
	Panamá	2,810	2,231	5,384	5,903	9,192	793
Distance	saved	7,405	8,400	5,198	5,060	2,467	—
Callao ..	Magellan	9,613	10,029	9,980	10,361	11,057	—
	Panamá	3,363	2,784	5,937	6,456	7,730	1,340
Distance	saved	6,250	7,245	4,043	3,905	3,327	—
Valparaiso	Magellan	8,380	8,796	8,747	9,128	9,824	—
	Panamá	4,633	4,054	7,207	7,726	9,000	2,616
Distance	saved	3,747	4,742	1,540	1,402	824	—
Wellington	Magellan	11,344	11,760	—	—	9,694	—
	Suez ..	—	—	12,989	13,353	—	—
	Panamá	8,851	8,272	11,425	11,944	9,205	6,505
Distance	saved	2,493	3,488	1,564	1,409	489	—
Melbourne	C. of Good Hope ..	13,162	14,095	—	11,845	8,186	—
	Suez ..	—	—	11,654	—	—	—
	Panamá ..	10,392	9,813	12,966	13,452	10,713	7,928
Distance	saved	2,770	4,282	1,312	1,607	2,527	—
Manila ..	Suez ..	11,589	12,947	9,701	9,892	6,233	—
	Panamá ..	11,548	10,969	14,122	14,608	11,869	9,370
Distance	saved	41	1,974	4,421	4,716	5,636	—
Hong Kong	Suez ..	11,673	13,031	9,785	9,976	6,317	—
	Panamá ..	11,691	11,112	13,957	14,443	11,704	9,195
Distance	saved	18	1,919	4,172	4,467	5,887	—
Yokohama	Suez ..	13,566	14,924	11,678	11,869	8,210	—
	Panamá ..	9,798	9,219	12,372	13,858	11,119	7,682
Distance	saved	3,768	5,705	694	1,989	2,909	—
Panamá ..	.. ..	2,017	1,438	4,591	5,110	6,387	—

PARAGUAY

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

THE

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PARAGUAY.

Asunción, the capital, on the east bank of the Paraguay River, near to the confluence with the Pilcomayo, is accessible by steamer via the Paraná River, or by train (935 miles, or 2½ days) from Buenos Aires. Merchandise for the capital is transhipped into river steamers either at Montevideo or Buenos Aires. Port works upon a large scale are nearing completion and should much facilitate the handling of cargo.

The urban population of 142,300 represents about one-tenth of that of the whole country, and the district population is given as 228,600. Settlement began at this point in 1536 with the foundation of a fort upon the Day of Assumption. The hills behind the city overlook the river and the broad rectangular streets of the modern town. Higher buildings have been erected, but the dwelling-houses are in large part single-storied and built in Spanish-Moorish style with patios and fountains. The red tiles and the abundance of orange blossoms and roses lend a picturesque touch to a sunny and pleasant city.

The public buildings of chief note include the National Palace, National College, National Theatre, Museum of Arts, the Congress House, and the Encarnación Church. The Central Market is interesting for its Guarani people as well as its variety of products.

The recent road improvements have much facilitated transport, and motor-bus services in regular operation lead to most towns and villages. The Touring Club Paraguayo interests itself in motor travel and information about the roads is obtainable from that source.

Rail :—Paraguay Central Railway to Buenos Aires, Villarrica, and Encarnación.

River Steamers:—Thrice weekly to Buenos Aires; twice weekly to Corumbá.

Air Service for passengers to Buenos Aires twice weekly.

Addresses :—British Consulate : Chalet Goleta, Avenida España. U.S. Consulate: Calle España, Corner San José.

Hotels :—Hispano Americano ($10 Argentine per day); Gran Hotel del Paraguay ($10 Argentine); Parque (English-speaking), ($8–9 Argentine); Victory (French); Cosmos (Swiss).

Excursions :—San Bernardino on Lake Ypacarai a little to the eastward is on the Encarnación-Asunción railway line and is served also by a good road. The lake is 15 miles by 3 miles and its shores abound in tropical trees and plants. It is a place of residence for Asunción families, and it attracts visitors from Argentina and Uruguay. There are two comfortable hotels. The small rivers in the Chaco attract many visitors.

Sports :—Football was introduced some thirty years ago, and has become remarkably popular. Almost every town and village in the country has one or more clubs. At the capital the League comprises some thirty clubs, some with seating accommodation for 8,000 to 10,000 people. International matches with teams from Uruguay and Argentina are of yearly occurrence.

Tennis and horse-racing are popular. There are two rowing and swimming clubs of some 300 members and a motor-boat club, with 150 members. Golf and polo are played in the Botanical Garden and the Paraguayan Aviation Club was opened in February, 1929

Concepción, the capital of Department of the same name, standing on the east bank of the Paraguay River, is reached by steamer from Asunción after a journey of 1½ days. The city population is about 8,000, and the district population 25,000. Cattle and yerba maté are the principal local products; quebracho is dealt in and a considerable business is done with Brazil.

HOTELS:—Central, Frances.

Encarnación, capital of the Department of Encarnación, is on the Alto Paraná River, 230 miles from Asunción and 136 from Villarrica. The centre of a rich agricultural and grazing district, it produces maté, tobacco, hides, and timber. A ferry connects the town with Posadas, on the Argentine North-East Railroad, whence there is good communication with Buenos Aires. There is a district population of 16,000. The town is the terminus of the Paraguay Central Railway. It is from Posadas, across the river, that the upstream steamer is taken for the Iguazú Falls.

HOTELS:—Gran Hotel Internacional, Universal, Central.

Paraguari, the capital of its Department, is 45 miles by rail from Asunción. The population is 2,000. Tobacco, cotton, and cattle are the local products. Yaguaron, not far away, has a remarkable old Jesuit church.

Pilar, a port on the Paraguay River, opposite the mouth of the Bermejo, has a population of about 8,000 and stands in a district producing tobacco, yerba maté, hides, timber, cotton, and oranges.

HOTEL:—Paris.

San Bernardino, two hours by train and launch from Asunción, accessible also by motor-car, the chief Paraguayan pleasure resort, has claims to be regarded as the most agreeable town in the Republic. The Ipacaray Lake is of remarkable beauty; there are two noble avenidas and many fine residences belonging to Asunción families. Areguá, on the opposite side, is also a pleasure resort.

HOTELS:—Hotel del Lago, Rasmussen.

Villarrica, with a district population of 35,000, is in the Department of Guaira, 93 miles from Asunción and 136 from Encarnación. It is the third city in Paraguay, serves one of the richest agricultural regions, and is in communication with Buenos Aires and Asunción by the Paraguay Central Railway.

HOTELS:—Central; Español; Recreo.

PHYSICAL FEATURES.

Several derivations have been offered in explanation of the name **Paraguay**. It is, according to one, a modified form of Payaguá, a Guarani name for a powerful and warlike tribe inhabiting the country before the Conquest. Another account ascribes the name to a native chief, one Paraguá. A third would make the original Guarani name Pararaguay, signifying a place with a great river, noisy like the sea.

One of the two inland countries of South America, Paraguay abuts upon Argentina, Brazil, and Bolivia. The portion between

the Paraguay and Paraná Rivers, consisting of about 61,600 square miles, is known often as Paraguay Proper.

The Chaco Boreal of some 100,000 miles in the fork of the Pilcomayo-Paraguay Rivers, claimed for Paraguay by virtue of prior settlement, is claimed also for Bolivia. The divisions proposed under the unratified treaties of 1879, 1887, and 1894 have all been annulled by an agreement of 1913. Paraguay has refused to denounce claims extending northwards to Bahia Negra. Bolivia bases claims upon occupation of posts in the west along the Pilcomayo, and seeks access to the navigable part of the River Paraguay. Nomadic Indians constitute the chief population of the Chaco.

In January 1929, a Protocol of Conciliation was accepted by Paraguay and Bolivia, and a judicial body, chosen by the Pan-American Union, has the boundary question in hand.

Climate :—Paraguay, lying about two-thirds within the temperate zone and one-third in the tropics, enjoys subtropical weather. Hardly more than three months (December, January, February) can be termed hot, although March and November are sometimes as warm as midsummer. The rest of the year is cool or cold, and at times frosts occur. Summer lasts from October to March, and winter from April to September. The mean temperature at Asunción varies between 71° and 73° F. The maximum has reached 105° F., but in many years does not exceed 98° F. About forty days are cold, 100 days hot, and the remaining 225 may be considered agreeable. The heaviest rains occur about March, but more or less rain may be expected every month. The average year at Asunción has 79 rainy, 72 cloudy, and 214 clear days.

Mountains :—The mountain chain of the Sierra Amambay runs through Paraguay from north to south and, separating to east and west under the name of Sierra Mbaracayú, divides the tributaries of the Paraná River from those of the Paraguay.

The eastern half of the country is hilly and almost continuous forest; the western half is chiefly grassy plains, with some forest-covered hills drained by well-wooded streams.

Rivers :—The Paraguay River, the most important waterway, is navigable for vessels of 12 ft. draft as far as Villa Concepción and by smaller vessels for almost its entire length of 1,800 miles.

A number of tributaries like the Pilcomayo, Jejuy, and Tibicuary River, are navigable for short distances.

Of the lakes the most important are Ipoa and Ipacaray, the former covering an area of over 100 square miles, both navigable by small craft. Lake Ipacaray, near Asunción, is a pleasure resort.

The **population** was officially estimated in 1927 at 828,969, consisting of 791,469 in the eastern part of the country and 37,500 in the Chaco. Of the last-named, 30,000 are Indians.

Indians of the Chaco :—According to the South American Missionary Society the Indian peoples of the Paraguayan Chaco are principally the Chunupi and the Lengua, inhabiting respectively the west and the east. The Chunupi are of the same kin as the Motacos, whose habitat is the Argentine Chaco, and who claim descent from the

Andean peoples. The two tribes are estimated to number 20,000 to 25,000. The Chorote, another tribe belonging to the Mataco group, numbering about 2,000, make their home on the Pilcomayo, near the Bolivian frontier. The Enimaga Indians of the central Paraguayan Chaco number about 1,000. A few villages of the (Argentine) Toba Indians are to be found east of the Pilcomayo, and others beyond the Bolivian boundary.

A PARAGUAYAN CALENDAR.

1527. Sebastian Cabot sails up the Paraguay.
1536. Founding of Asunción.
1550. First Catholic missionaries arrive.
1570. Villarrica founded.
1591. Hernando Arias de Saavedra first colonial Governor of the Rio de la Plata (Paraguay and Argentina).
1610. First arrival of the Jesuits in Asunción.
1617. Separation of Paraguay from Rio de la Plata; subject to the Vice-Royalty of Peru.
1769. Expulsion of the Jesuits.
1776. Establishment of the Vice-Royalty of Buenos Aires.
1810. The Paraguayans repulse Argentine troops under General Belgrano.
1811. Paraguay declares its independence of Spain.
1814–1840. Dr. Francia, Dictator of Paraguay.
1845. Appearance of the first newspaper.
1854. Construction of first railway line begun.
1861. Opening of the railway line between Asunción and Paraguarí.
1865. Outbreak of war with Argentina, Brazil, and Uruguay.
1870. Death of López. Conclusion of war. Constitution promulgated.
1891. Revolutionary rising under Major Vera suppressed.
1893. Establishment of the colony of "New Australia."
1919. Joins the League of Nations.
1925. A Patent Law instituted.
1926. Denunciation of Commercial Treaties with Great Britain and six European countries.
1927. Arbitration accepted in the Bolivia frontier dispute.
1928. Arrivals of Mennonite immigrants in the Chaco.
1929. Pan-American Commission of inquiry into Chaco dispute.

GOVERNMENT.

The Senate and Chamber of Deputies are both elected by the direct popular vote of males of eighteen and upward. Senators are elected for six years (one per 8,000 to 12,000 inhabitants); deputies for four years (one per 3,000 to 6,000 inhabitants). The Senate is renewed by thirds, the Chamber of Deputies by halves. The Presidential term is four years, and the President exerts his executive authority through a Cabinet of five members.

The standing Army is constituted of 2,500 men and 100 officers, and all male citizens of twenty to thirty-five years are liable for service in the National Guard. There is a small flotilla of armed converted merchant vessels.

The established religion is Roman Catholicism, but universal toleration is the rule. The only episcopal diocese is Asunción, and the Bishop is suffragan to the Archbishop of Buenos Aires. The civil ceremony alone renders marriage valid, but religious ceremonies are permitted.

There are a Supreme Court, two Courts of Appeal (civil and commercial and criminal), ten judges of first instance, and three metropolitan police magistrates. In the provinces justice is administered by justices of the peace, who also act as registrars.

PAST PRESIDENTS (since 1906).

General Benigno Ferreira (provisional), 1906–1908.
Dr. Emiliano González Navero (provisional), 1908–1910.
Dr. Manuel Gondra, 1910–1911.
Colonel Albino Jara (provisional), 1911.
Dr. Liberato M. Rojas (provisional), 1911–1912.
Dr. Pedro Peña (provisional), 1912.
Dr. Emiliano González Navero (provisional), 1912.
Dr. Eduardo Schaerer, 1912–1916.
Dr. Manuel Franco, 1916–1917.
Dr. José P. Montero, 1917–1920.
Dr. Manuel Gondra (second term), 1920–1921.
Dr. Eligio Ayala, 1924–1928.

PRESIDENT.

Dr. José Guggiari.

VICE-PRESIDENT.

Dr. Emiliano González Navero.

MINISTRY.

Interior	Don Belisario Rivarola.
War	General Manlio Schenoni.
Foreign Affairs	Sr. Zubizarreta.
Finance	Dr. Ayala.
Justice	Sr. González.
Public Instruction	Dr. Carlos Isasi.

NATURAL RESOURCES.

Much of the country is admirably suited to pastoral purposes, while other parts yield such forest products as quebracho, maté, and various timbers, which can be produced without cultivation. Agriculture is confined to the forest clearings of the eastern zone, where the soil is of remarkable fertility. The "tierra colorada," as the best soil is called, is a decomposed sandstone. Stock-breeding is carried on upon the plains. Livestock, timber, and yerba maté are the principal products.

Forestal products account for about 40 per cent., animal products 35 per cent., and agricultural products 25 per cent. of the exports, nearly all of which are made to Argentina whether for Argentine consumption or transhipment.

The inadequacy of available labour and the primitive character of communications render scientific agriculture at present a rather difficult problem. A far greater productive power may be expected to take place as capital is applied to the development of the country. Tobacco-growing is becoming more important, and orange groves are being planted in many places. Coffee, rice, cotton, and sugar are increasingly cultivated. Beeswax is among the minor products.

Tractors, modern ploughs, and agricultural implements in general are being introduced upon a new and large scale. A botanical school has been provided by the Government.

Yerba-maté:—The tree grows wild in the forests of the north-east, and the gathering, preparation, and transport of the product has been one of the most lucrative industries in the country. The immense number of trees over an area of 25,000 to 30,000 square miles are a most valuable asset. The industry is carried on by a few large companies; the most important is La Industrial Paraguaya.

The forest supplies having been improvidently depleted, planting has been done on a large scale. According to the latest available information there are about 600,000 yerba trees of four to nine years old, but the plantations are not all registered. Some 8,000 tons were produced in 1928, of which 6,000 tons were exported.

Sugar:—Some 5,000 tons were produced in 1927. There are ten factories, the largest being that of the Azucarera Paraguaya, with a capacity of 3,000 tons of unrefined sugar; the next largest is about one-quarter the size. From 11,000 to 15,000 acres of cane are planted and much of it is used to make rum and molasses for the local markets.

Three-fifths of the sugar consumed in the country was formerly imported from abroad, and to meet this situation the import duties were raised and home production has doubled.

Tobacco :—Crops of about 24,000,000 lb. are regarded as normal, although the quantity has been materially smaller within recent years. The leaf is exported to Holland, Switzerland, Germany, and Argentina. Cuban seed has been used without marked success. Three chief grades marketed are "Buena," "Regular," and an inferior, "Pito." A quantity of 5,500 tons was exported in 1928.

Cotton :—Due to the praiseworthy efforts of the Banco Agricola in encouraging cultivation of cotton as a domestic industry, there is some hope that the product may, at no distant date, figure more largely as an article of export.

Cotton plants of the American Uplands type mature early and yield heavily upon Paraguayan plantations. The crop comes round at a time of year when the best United States growths are generally scarce. Some 75,000,000 acres on the banks of the Paraguay River are deemed suitable for cotton, and were labour unlimited a huge crop might be raised. The yields of ginned cotton per acre are given as 250–305 lb. in the Central area, and 384–474 lb. in the Northern, or an average over all districts of 350 lb. The average cost of

production has been called 4·54d. per lb., with wages at 12–17 pence per day. The pests include locusts, certain ants, and the pink boll-worm.

The production in 1928 was 2,500 tons ginned cotton.

Rice-growing has been developed with the aid of foreign enterprise and by the use of motor ploughs, the production for 1928 being some 4,000 tons. Efforts are put forward to produce wheat upon a commercial scale, and with the aid of the Banco Agricola maize growing has been largely increased. In 1927 the production reached 38,840 tons.

The **castor oil** plant, known under the name "tártago," a perennial little affected by drought, locusts and other pests, grows well in Paraguay. About 3,500 acres, calculated to produce 2,500 tons of beans, were under cultivation in 1927, with seed specially supplied by the Government, with a view to export of the article.

Oranges, in 1927, were exported to an estimated number of 200,000,000. Argentine action in requiring the wrapping of the fruit in paper and its packing in crates has directed attention to the defects of methods hitherto in use, whereby oranges have been shipped loose or in sacks. Oranges are otherwise of excellent quality and abnormally cheap. A recent decree provides that all fruit exported from Paraguay must be packed. In 1927, when the crop was abnormally small, the exports were 123,280,000 and 16,697,000 mandarines.

Petit grain, an essential oil distilled from the leaves of bitter orange, and used as the basis of perfumes and flavourings, is produced in the orange-growing district of Yaguaron. The crop is of domestic importance, and some 90 tons per annum are exported.

Timber :—Timber is available of the finest quality and in practically unlimited quantities. Thousands of miles of forests remain untouched. Many rare and valuable woods are still largely unknown in foreign markets, since lumbermen obtain larger profits by cutting the kinds used for railway sleepers on the Argentine railways. Lapacho, curupaz, and cedar are among the more abundant woods. The export of timber in 1928 was 41,400 tons.

In the Chaco Territory practically the only timber cut is **quebracho,** and the forests are being rapidly depleted of the larger trees, which are taken in thousands to the tannin factories to be broken up. The export of quebracho extract has tended to decline and the return shows 64,662 tons in 1925; 57,550 in 1926; and 46,975 tons in 1927.

The lumbering industry offers a good field for enterprise. Prime timber land, in blocks of 10 to 50 square leagues or more, can be purchased at the present time for £600 to £1,500 a square league (about 5,000 acres). The forests in the vicinity of the railway or the semi-navigable streams, down which rafts can be floated, are being depleted of the finest trees, compelling lumbermen to go farther afield. There are several sawmills along the Paraguay Central Railway, and at Concepción, Encarnación, Pilar, with three or four at Asunción, where the smaller logs are cut into boards and scantlings for shipment to the Argentine.

Cattle and Meat Packing :—Stock-breeding has always been one of the staple industries.

The number of cattle in the country is roughly estimated at 5,000,000, but this total includes an uncertain number of wild cattle roaming the Chaco Territory. Herds are found in all parts of the country, but it is in Misiones, the area north of Concepción, and in the Chaco that the greater part exist. Pedigree Durham, Hereford, and Polled Angus bulls have been introduced for the improvement of the native stock. During 1927 a total of 1,954 cattle were imported for breeding purposes.

Cattle are utilized to make meat extract, which is commercially the most valuable of Paraguayan cattle products, tallow and jerked beef. Canning is carried on and 350,000–400,000 hides are annually exported. The exports of 1927 include :

Hides	392,000	Canned and preserved meat ..	2,739 tons
Tallow	2,416 tons	Meat extract	782 ,,

Mineral Wealth :—The extent of the mineral resources is largely unknown. There is no question that large and workable deposits of rich iron ores exist in many parts of the country. Several mines exist which were worked in the time of López, whose foundries and shops turned out cannon, cart axles and tyres, beams and plates. As far as it is known, the richest deposits of magnetic iron, hydric oxides and brown hematite are in the neighbourhood of Ibicui, Quiquyo, Caapucú and the surrounding district, but iron exists practically all over the country. Pyrites and peroxide of manganese abound. Copper is known to exist in many parts.

Limestone, marble, granite, porphyry, serpentine, and kaolin are found in many places. Only the limestone is worked to any extent, but the export of kaolin to the Argentine is being attempted. Large beds of excellent lithographic stone were discovered a few years ago. Salt is obtained at Lambaré.

No coal has yet been found, though some authorities believe it to exist. There is an inexhaustible supply of hard wood for fuel. Petroleum is also believed to exist in Paraguay Proper, and in the Chaco Territory bordering upon Bolivia, but no systematic prospecting has been done.

FOREIGN TRADE.

	Imports.	Exports.
1927	$11,977,766 gold	$14,283,040
1928	$14,305,119	$15,886,208

PUBLIC DEBT.

	External.	Internal.	
		Consolidated.	Floating.
November 30, 1928 ..	£861,204	$1,547,861 gold $19,431,267 paper	$47,016 gold $7,835,912 paper

Yerba maté is taxed for the service of the external debt and yields about £115,100 p.a.

COMMERCIAL INFORMATION.

The Bank of London and South America points out that:

For the purpose of transhipping goods from the ocean to the river steamers, the following documents are necessary:

(*a*) Where freight is prepaid to Asunción: the original Consular invoice.

(*b*) Where freight is prepaid to Montevideo or Buenos Aires: the original bill of lading and the Consular invoice.

According, therefore, whether the goods are "Asunción," or "Buenos Aires in transit Asunción," these *original and viséd documents must be sent to the port of entry.* They may be remitted to the offices of the company carrying the goods, to the shipper's agent, or to the branch in these towns of the shipper's bank, so that the necessary transhipment may be made at once.

If these key documents are sent to Asunción they have to be returned to Buenos Aires or Montevideo, so that the transhipment may be dealt with. This means a delay of several weeks, during which time the goods have probably been warehoused and are thus causing extra expense.

CURRENCY.

Currency:—The unit of value is the gold peso, which is based on the Argentine coin of the same name. There are no gold or silver coins current, and only a few nickel coins.

The circulating medium is the paper peso of the approximate value of one English penny. The value of Paraguayan paper in relation to Argentine paper money is roughly $18.75 to $1 or $42.61 to the Argentine gold dollar.

Argentine paper money circulates, and commercial transactions take place usually in Paraguayan or Argentine paper pesos.

The nickel currency consists of $2, $1, and 50 centavo pieces.

PUBLIC HOLIDAYS.

January 1: New Year's Day.
February 3: San Blas Day.
May 14 and 15: Independence Days.
August 15: Founding of the City (1536).
October 12: Columbus Day.
November 1: All Saints.
November 25: Adoption of Constitution.
December 8: Immaculate Conception.
December 25: Christmas Day.
Easter: Holy Thursday and Friday.

POSTS AND TELEGRAPH.

Paraguay is in the Postal Union. Postage 2½d. first ounce, 1½d. each ounce after. Letters from the United Kingdom dispatched via France by air mail require additional prepayment at the rate of 5s. 6d. per half-ounce.

Outward and Homeward mails are dispatched with the mails to and from Argentina.

Cable rates:—The ordinary rate per word to Paraguay is 2s. 9d., and the deferred rate half the ordinary.

There are **wireless** installations at Asunción, Concepción, and Encarnación, with authorization for another at Fuerte Olimpo, in the northern Chaco.

Broadcasting is in the hands of a private company in Asunción, and news and reports are transmitted.

PRESS.

Asunción :—"Diario Oficial," "El Diario," "El Liberal," "El Orden," "Patria," "Revista del Comercio," "La Nación," "La Tribuna," and "Critica."

RAIL ROUTES IN PARAGUAY.

The Paraguayan Central, with 274 miles of standard gauge line, had its beginning in 1854, and is thus one of the oldest South American railways. The connection with Buenos Aires is shown below :—

INTERNATIONAL SERVICE.

Asunción—Buenos Aires (1,524 kilos).

A weekly service is maintained from Asunción (Thursdays) and Buenos Aires (Sundays), arriving respectively Saturday and Tuesday. The route is as follows :—

PARAGUAYAN CENTRAL RY.
Asunción.
Encarnación (and train ferry).

N.E. ARGENTINE.
Posadas.
Apóstoles.
Santo Tomé.
Alvear.
Libres.
Monte Caseros.
Concordia.

ENTRE RIOS.
San Salvador.
Basavilbosa.
Faustino M. Parera.
Enrique Carbó.

CENTRAL B.A.
Zarate.
Buenos Aires (F. Lacroze).

Between Asunción—Encarnación, upon the local service of the Paraguayan Central line, the stations are :—

Kilos.		Kilos.	
	Asunción.	130	Itapé.
4	Tablada.	141	Hiaty.
6	Trinidad.	150	Villa Rica.
7	Jardin Botánico.	170	Borja (branch to Charará).
15	Luque.	183	Iturbe.
23	Yuquyry.	198	Maciel.
30	Areguá.	218	Sosa.
36	Patiño.	232	Yegros.
44	Ypacaraí.	240	Isla Sacá.
55	Pirayú.	253	Yuty.
64	Cerro León.	266	Salitre Cué.
72	Paraguarí.	279	San Pedro.
83	Escobar.	291	Caugó.
91	Sapucay.	305	Isla Alta.
101	Caballero.	321	Cahí Puente.
110	Ybytimí.	334	Carmen.
126	Tebicuary.	370	Encarnación.

Minor Railways :—The Ferrocarril del Norte has 33 miles of metre gauge from Concepción to Horqueta. The other railways of the country are forest lines of metre gauge or narrower. They are operated by companies trading in forest produce and include :—

Puerto Pinas (59 miles).
Puerto Ibapobo (20 miles).
Puerto Casado (34 miles).
Puerto Sastre (56 miles).
Puerto Guarani (57 miles).
Tebicuary (8 miles).

CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London (12 Russell Square, W.C.1.)	Consul-General and Chargé d'Affaires (for Great Britain and Ireland).	—
Birmingham	Consul	Walter Birch (*ad interim*).
Bradford	Consul	James Edward Bottomley.
Cardiff	Consul	Alfred John Bovey.
Glasgow	Consul	Sir Thomas Dunlop.
Liverpool	Consul	Alfred Stephen Collard.
Manchester	Consul	Oscar Beer.
Southampton	Consul	Col. Joseph Edward Dawe.

BRITISH LEGATION IN PARAGUAY.

RESIDENCE.	RANK.	NAME
Buenos Aires	Minister Plenipotentiary	Rt. Hon. Sir Malcolm A. Robertson, K.C.M.G., K.B.E.
Asunción	Consul	H. A. C. Cummins, C.M.G., O.B.E.

Guidance for Commercial Travellers.

The only licence required by commercial travellers in Paraguay is municipal. The fee payable ranges from $1,200 currency to $7,000 currency for each half-year, and the precise sum is fixed according to the importance or scope of the traveller's business as assessed by the Municipal Authorities. A separate licence must be taken out in each municipality and the charge is equal as between municipalities of the 1st and 2nd Grade; in municipalities of the 3rd Grade the charge is one-third. The licence needs renewal on January 1st or July 1st if the traveller continues to carry on business after the end of the term.

In practice, and with a view to encouraging foreign trade, the regulations affecting commercial travellers within the municipality of Asunción are not strictly enforced. The fee for the lowest class of licence is usually charged, viz., $1,200 for the half-year; and, should the licence be applied for after the commencement of a term, only a proportion is charged. A traveller applying for a licence in November, pays for the months of November and December, at the rate of $200 currency a month, not for the entire six months. The same practice is adopted by most other Paraguayan municipalities. The tax can also be avoided by making arrangements with a firm of importers holding the necessary licence so as to act as their agent during the visit.

Samples possessing a saleable value are liable to duty The amount must be deposited, or a bond can be arranged, refund being obtained on re-exportation. Declaration of intention to re-export must be made at the time of entry. The licence must be produced before clearance is effected. In many cases samples are consigned to an importing firm, who arrange for clearance by a customs broker.

PERU

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

E & CO

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PHILADELPHIA	CHARLESTON, S.C.	OSLO
BOSTON	NEW ORLEANS	STOCKHOLM
BALTIMORE	MANILA	COPENHAGEN

PERU.

Callao, the chief port and the main approach to the capital of the country, is distant 8 miles from Lima, and connected therewith by train and electric tram. Motor-cars perform the journey upon the new road in 20 minutes. The harbour, one of the finest on the Pacific coast, covers 250 acres and is in course of large improvement. The town is a busy one, and the population is some 53,000. The island of San Lorenzo, a submarine and naval station, protects the roadstead to the south, and in the opposite direction stretches the green Rimac Valley. The distant towers of Lima's churches and hills make a pleasing sight as the vessel steams into the harbour.

A commercial town, inhabited mainly by working people, with no great architectural beauty, Callao is not without history. It was sacked by Drake and others in the sixteenth century and in distant times suffered from severe earthquakes. No movement is allowed in the port after 6 p.m., a point worth noting by passengers in transit.

LANDING :—Motor launch.

HOTEL :—Italia (32 beds, 5 soles with meals, 2 soles without).

EXCURSIONS :—To Ancón and La Punta (bathing).

STEAMERS : In addition to ocean sailings to all ports there are local steamers weekly to Pimentel, Paita, Guayaquil and Eten.

ADDRESSES :—British Consulate, Daniel Nieto 19; U.S.A. Consulate 43, Adolfo King.

Lima, at one period the capital of Spanish South America, owes its creation to Pizarro the conqueror. "Amidst the woe and destruction which Pizarro and his followers brought on the devoted land of the Incas," wrote Prescott, "Lima, the beautiful City of the Kings, survives as the most glorious work of his creation, the fairest gem on the shores of the Pacific." Its cathedral was founded by Pizarro in the year 1535, and there his remains rest. It has excellent hotels and good modern conveniences. Boulevards connect Lima with Miraflores and Magdalena, two pleasant suburbs. The wide and fertile plain on which it stands slopes gently to the sea. The Andes, whose higher ranges are within fifty miles' distance, send their foothills to the gates of the city. The hills keep off the colder winds, and the ocean breezes temper the sun. The town is built in the shape of a triangle, and the streets run straight and intersect at right angles. Well-kept squares or plazas vary the plan. Old Spanish houses, with carved doors and overhanging balconies, breathe an old-world charm which is echoed by the convents and churches. The streets abound with life, and many

The Northern Coastal Region. The Central Coastal Region.

Connections from the Southern Ports.

THE PERUVIAN RAILWAY SYSTEMS.

of the new buildings are fine. The old Spanish buildings contrast with modern ferro-concrete structures built to resist earthquakes. The population is some 220,000. The situation is on the Rimac River, eight miles from the port, 110 miles from Cerro de Pasco, and 600 from Cuzco. The temperature averages about 66° Fahr. Altitude 500 feet; latitude 12° S.; death-rate 24 per 1,000.

Hotels :—

Name.	Address.	Beds.	Per day. Soles.
Gran Hotel Bolívar	Plaza San Martin ..	250	11–16 (without meals).
Gran Hotel Maury..	Bodegones, 99	120	8–15 (with meals).
Francia and Inglaterra	Judios, 206	150	6–10 (with meals).
Gran Hotel	Melchormalo, 316 ..	120	8–14 (with meals).
Hotel Plaza ..	Sta Apolonia, 355 ..	125	4–10 (without meals).
Sucursal Maury ..	Coca, 409	50	6–10 (with meals).
Casa Terré	Bodegones, 354	30	5–8 (with meals).
At Miraflores (10 minutes from Lima).			
Leuro Phœnix Hotel, Gran Hotel Tivoli	..	100	10–15 (with meals).
At San Miguel, Magdalena (15 minutes from Lima).			
Hotel Bertolotto		30	8–20 (with meals).

(Sol = 2od. approximately.)

Rail :—Central Peruvian Railway, 30 minute service to Callao; daily trains to Ancón, Chosica, Oroya, Ticlio, Morococha. North-western Railway, Ancón to Huacho (Tuesday, Thursday, Saturday).

Tramways :—Electric, at short intervals to Chorillos, Miraflores, Barranco, Callao, La Punta, San Miguel and Magdalena, in addition to city tramway services and motor buses.

Points of Interest :—The Plaza de Armas, with the Government Palace, the Cathedral and the Archbishop's Palace; the Palacio Torre-Tagle (used by the Ministry for Foreign Affairs); the Palace of the Exposition, and its upper part, the National Museum; the new Archæological Museum; the Racecourse; the Zoological Gardens; Palacio Perricholi; and the Paseo Colón, the fashionable promenade.

The San Marcos University, founded 1551, is celebrated. There are sixty-seven churches. In the Cathedral a wonderfully carved pulpit, canons' stalls of costly woods, "La Veronica," attributed to Murillo, and the portraits of the Archbishops are not to be missed by the sightseer. San Pedro, La Merced, San Francisco and San Agustin Churches all contain notable works of art. Santo Domingo, a modern church, the repository of the famous statue of Santa Rosa de Lima, patroness of the city, well deserves a visit.

The Avenidas Leguia, Colón and Progreso invite comparison with the finest elsewhere, and several new roads, 120 feet wide and fringed with trees, form agreeable evening promenades.

There are many fine monuments, and notably the equestrian statue of San Martin, in the Plaza of the same name; the Bolívar statue in the Parque de la Inquisición; the Bolognesi Column; and the "Dos de Mayo" monument, with its four figures representing Peru, Bolivia, Chile, and Ecuador, grouped about the base.

During the summer months, January to March, there are bullfights practically every Sunday and holiday. Famous toreros practise in the Lima ring, and fighting-bulls are imported from Spain. Cockfights are organized daily and advertised in the newspapers.

From April to December race meetings are held on Sunday afternoons at the Jockey Club.

The Lima Country Club has acquired the 18-hole golf course near Miraflores and is adding a new 9-hole course. Polo and tennis are played, and a new and luxurious club-house overlooking the sea is open to visitors on the introduction of members.

Excursions : -A good deal of Lima and environs can be seen by following the itinerary given below :—

9.30 a.m.—Leave Callao by train for Lima. Walk to the Plaza de Armas and visit the Cathedral. Engage a motor-car for two hours and visit Torre Tagle Palace, Bull Ring, Paseo Colón, and the Jockey Club.

12.30 p.m. -Lunch at Zoological Gardens, and visit the adjacent National Museum.

2.0 p.m.—Motor to Miraflores on the beautiful Avenida Leguia.

3.45 p.m.—Tea at Palais Concert.

4.30 p.m.—Tram-car to La Punta, returning immediately to Callao.

This outing should not cost more than two pounds sterling per person, provided parties of fifteen or more be organized. Motor-cars can be hired by the hour at five soles per hour for four persons and omnibus services are available.

Steamship passengers wishing to make a specially-conducted tour should advise the commander of their vessel at least 48 hours before arrival at Callao. For a party of fifteen to twenty passengers, it is sometimes possible to make special arrangements for visits to the Government Palace and Torre-Tagle Palace. The high officials are most courteously disposed toward visitors.

The approximate cost of specially-conducted tours, inclusive of launches, trains, cars and motor, lunch and tea is :—

Parties of	5 persons	£ sterling	3.0 per person.
„	10 „		2.5 „ „
„	15 „	and upwards	2.0 „ „

MOTORS :—

LIMA—Inside City Limits.

Per trip—one passenger	Soles 0.50
Each additional Passenger	0.10
Per hour—one to four persons	3.00
Per additional ½ hour	0.60
To or from Callao	10.00
Outside City Limits. Per hour.	
Avenidas Magdalena, Ejercito and Leguia, including Miraflores	5.00
To Miramar, Callao, La Punta and Chorillos—by agreement.	
To Bull Ring or Race Track on Sundays or holidays, 1 to 4 passengers	1.00

MEALS :—

Lunch at Zoological Restaurant or Maury Hotel	6.00
Tea at Palais Concert	1.00
Inclusive Hotel rate at Hotel Maury, per day	15.00

Air Services: South to Mollendo and Arequipa; north, calling at various coast towns, to Talara and Guayaquil (Ecuador).

Peruvian Touring Club—Founded in 1924, offers its advantages to touring foreigners and particularly to members of the leading English and American Associations of Motorists. The objects include road and hotel improvement and the arrangement of itineraries. Particulars are obtainable at the Peruvian Consulate General in London. The address for postal communications is : P.O., Box No. 22—19 Lima.

Addresses : British Legation, Urrutia; U.S.A. Embassy, Belen 1030; Y.M.C.A., Apartado 930.

ENVIRONS OF LIMA.

Chorillos, a fashionable resort with a cliff promenade, has a casino, and is frequented for boating and bathing. The Military School is noteworthy. **Barranco** and **Miraflores** adjoin Chorillos, and electric trams run to **La Herradura,** another bathing resort. **Magdalena** is served by a separate electric line.

Ancón, 25 miles north of Lima, and accessible by railway, offers bathing, golf and tennis, and has hotels, of which the Grand is one.

The area between Ancón and Pachácamac, extending up the Rimac Valley to San Mateo, is regarded as the richest in Peru in archæological interest.

Pachácamac, 25 miles south of Lima in the Lurin Valley, is accessible by motor or train. The ruins are said to be the most ancient in the country, and include city walls, temples, and tombs.

Chosica, popular as a winter resort, and 25 miles from Lima, is served by two or three trains daily (Central Railway). The town is at an altitude of 2,800 feet, and thus above the coastal mists.

HOTEL :—Gran Hotel de Estacion.

La Punta, beyond Callao, and served by electric trams connecting with the cars from Lima, is the seat of the Naval Schools. The place enjoys a peculiarly bracing atmosphere and is frequented by visitors from Lima for bathing. There is a casino and a good hotel, the La Punta (15 soles per day summer; 12 soles winter).

Arequipa, 107 miles from Mollendo, stands at an altitude of 7,600 feet in a beautiful valley at the foot of the mountain "El Misti" (17,934 feet), guarded on either hand by the Pichu-Pichu and Chachani mountains. It has quaint old Spanish buildings and many ancient and interesting churches. The streets present as strange a panorama as those of any city in the world, with the crowd of Spanish-descended Peruvian hidalgos, half-breeds, and Indians of different tribes. Some walk, others ride donkeys, mules, or horses. All are picturesquely dressed. Population, 50,000; the second city in Peru. Mean temperature 58° Fahr. Subject to earthquakes.

Hotels :—

Name.	Address.	Cable.	Beds.	Soles.
Hotel Sucre ..	207 Calle Sucre ..	Hotel Sucre ..	70 ..	6–12
Quinta Bates ..	Calle Jerusalem ..	Bates ..	18 ..	10–12
Pension Wagner ..	Calle San Agustin ..	Wagner ..	28 ..	5–10
Pension Somocurcio	Calle Suere 213 ..	Pensomo ..	32 ..	5–15
Pension Brunn ..	Sta. Catalina 202 ..	Pension Brunn	14 ..	4–6
Hotel Maccera ..	Calle Mercaderes ..	Maccera ..	100 ..	4–5

(Charges include meals. Sol=2od. approximately.)

Points of Interest :—Cathedral, founded 1612, largely rebuilt during last century; Santo Domingo Church; La Compañia (Jesuit) Church.

Excursions :—Jesus Baths (½ hr. by motor), Tingo Bath and countryside; Tiabaya Valley; Yura Baths (18 miles). There is an hotel at Yura, the Gran Hotel de las Termas.

Rail :—To Mollendo, daily except Tuesday and Friday; to Juliaca for Cuzco, or Puno for La Paz (Bolivia) Monday, Thursday, and Friday.

Cuzco, once the capital of the Inca Empire, stands 11,440 feet above sea-level. There are some 30,000 inhabitants, largely Indians. Many old families of pure Spanish descent live in and around the town, which is remarkable for its churches and convents, dating from the early times of the Spanish conquest. Many of the carvings of the woodwork are worth inspection. One of the main attractions is the ruins. The fortifications and irrigation works of the Inca and pre-Inca or Cyclop periods form a source of increasing interest

to travellers and archæologists. Of recent years the Government has made efforts to prohibit excavations or the removal of any portion of the ruins or antiquities. Laws exist impeding the export of antiquities—pottery (huacos), mummies, silver or gold ware of either Inca or colonial origin, church furniture, etc.

Cuzco Cathedral (Renaissance style) was built at the beginning of the seventeenth century. The high altar is covered with silver, and amongst many original paintings the Cathedral contains one attributed to Van Dyck. The pulpit of the San Elas Church, the La Compañia de Jesus Church, and the Convent of La Merced call for special remark.

The Intihuatana monuments, 80 miles away, are accessible by a good motor road in the Vilcanota Valley.

Hotels :—

Name.	Address.	Cable.	Beds.	Soles.
Colón ..	Calle Heladeros ..	Hotelcolon ..	80 ..	5–10 per day (with meals).
Pezo ..	Calle San Andres	Pezo ..	30 ..	3–5 per day (with meals).
Ferrocarril ..	Calle Herrajes ..	Arenas ..	10 ..	3–5 (with meals).
Imperial ..	Calle San Andres	Imperial ..	20 ..	3–5 (with meals).
Club Pullmann	Calle Heladeros ..	Gasco ..	20 ..	6–15 (with meals).

Rail :—To Juliaca, Monday and Friday; to Sicuani, Wednesday; to Santa Rita, Saturday and Wednesday.

A narrow-gauge line under construction to Santa Ana is open to traffic as far as Ollantay (60 miles). Trains run from Cuzco twice weekly and allow two hours in which to visit the celebrated fortress.

Ayacucho, capital of the department of the same name, is accessible from the railway at Huancayo over a road which is being adapted for motor traffic. The houses and churches are reckoned well worth the journey, and a week can be spent in the surroundings, which include the historic battlefield at La Quinua. Precious metals are worked in the vicinity, and the Indians of the region carry on agriculture. Altitude 9,200 ft. Population 15,000.

Hotel :—Colón.

Barranca, four miles inland from the port of Supe, is connected therewith by rail and motor-bus.

Hotel : Comercio (60 beds). Soles, 3.50 6 per day with meals.

Cajamarca, sixteen miles by road from Chilete station on the Pacasmayo railway, a chief town of the northern mountain area (altitude 12,000 ft.), is a centre of mining and grain growing and of the manufacture of cloth, leather and straw hats.

Hotel :—Amazonas.

Cañete, six miles inland from Cerro Azul and 120 miles from Lima, a town of 5,000, in a district fertilized by large irrigation works, is a source of cotton, sugar, grapes and fruit.

Cerro Azul, 74 miles south of Callao, is a sugar and cotton port, serving the fertile Cañete Valley and served by weekly coastal steamers plying from Callao to Ilo. The town of Cañete is six miles distant by rail.

Cerro de Pasco, capital of department of Junín, altitude 14,380 feet, is 252 miles from Callao and 112 from Oroya. It is approached by Central Railway to La Oroya and thence by the Cerro de Pasco Railway. There are large and rich copper mines, and smelting is carried on at one of the largest metallurgical plants in the world. A model village, 2,000 feet above the furnaces, houses the staff of the Copper Corporation. Population 15,000.

HOTELS :—Universo, Europeo, Comercio.

Chala, a minor port, south of Callao, which ships large numbers of cattle from the pampas of the interior. The coast is rocky and a favourite haunt of cormorants. Large numbers of sharks, bonitos, and seals are to be seen.

LANDING :—Shore boat.

HOTELS :—Central, Americano; rates 4-6 soles per day.

Chiclayo, capital of the department of Lambayeque, is some fourteen miles north of the port Eten, and centre of a rice and sugar district. Population 20,000.

HOTELS :—Internacional, Royal.

RAIL :—Ferrocarril Muelle de Eten and Ferrocarril de Chiclayo.

Chimbote, a minor port 200 miles north of Callao, whence a railway (32 miles) runs to Suchiman. It is an outlet for the mining hinterland and is surrounded by dry pampas, although sugar and cotton are received from adjacent plantations. There is no local water. The anchorage is good, and the port population is under 1,000.

HOTEL :—Pacifico (25 beds), 5–6 soles.

Chincha is connected by rail and electric car with the port of Tambo de Mora. The population is 10,000. Wines and fruits are grown and there are local manufacturing industries, including oil refineries, soap and candle works and tanneries.

HOTELS :—Massa (50 beds), 3 soles, without meals; Restaurant Parisien (10 beds), 5 soles inclusive.

Eten, a port with a good pier, 12 miles from Chiclayo, with a population of 3,000. Products : rice, sugar, coffee, tobacco, cotton, and hides. There are coastal steamer services to Callao and Guayaquil.

HOTELS :—Central (50 beds), 5 soles; Puerto de Eten (40 beds), 4 soles.

RAIL :—To Ferreñafe, Pátapo and Cayaltí.

Huacho, a minor port, 110 miles north-westward from Lima, is the capital of Chancay and the natural outlet for the cotton and sugar grown in the fertile Huaura Valley. The North-western Railway connects Huacho with Lima via Ancón. There are cotton-seed oil and other factories. Population 5,000.

HOTELS :—Grand Pacific (86 beds), 5–8 soles; Italia (60 beds), 5 soles; Panamá (30 beds), 5–6 soles.

Huancavelica, capital of its department, formerly important as a source of mercury, and situated at an altitude of 12,000 feet, about 120 miles south of Huancayo, has a population of 6,000. A

connection with the Huancayo-Ayacucho State Railway has been opened to traffic.

Huancayo, 77 miles S.E. of Oroya, and served by the Central Railroad, is a town of 15,000 inhabitants situated at an elevation of nearly 11,000 feet. The local mines are important, and grain growing is carried on. Picturesque in its architecture and foliage, temperate in climate and with a market largely attended by Indians from the surrounding districts, the town is of uncommon interest to the traveller. A motor road to Ayacucho is near completion.

HOTEL :—Gran Internacional.

Huaráz, the capital of the department of Ancachs, altitude 9,932 feet, on the Santa River, 210 miles from Lima and 84 from Casma, its port. The journey from the port crosses the Cordillera Negra and occupies two or three days. Silver, cinnabar, coal, and potatoes are the local products. The town is largely frequented by Indians.

HOTELS :—Italia, Ancash.

Ica, capital of its department, stands on the Ica River, 92 miles from Lima. It is the terminus of the 46-mile railway to Pisco and a port serving a series of fertile valleys. Three summer resorts, Huacachina, La Guega, and La Victoria, are near at hand. Population 10,000.

HOTELS :—Ferrocarril, Imperial.

RAIL :—Pisco and Ica Railway.

ROAD :—Motor service to Pisco and Lima.

Ilo is a small port 53 miles south of Mollendo, with a population of 2,000. Sixty miles of standard-gauge Government railway across the barren pampa connect the port with Moquegua, to which there are trains twice a week. Olives, figs, wine and cotton are products of the district.

HOTEL : Central (40 beds), 3-5 soles inclusive.

Iquitos, the capital of Bajo Amazonas de Loreto, stands upon the left bank of the Upper Amazon, 2,300 miles from the mouth and 1,268 from Lima. It has regular steamship connection with Pará, Brazil, by which route it is generally reached, being difficult of access from western Peru. The town is about 350 feet above sea-level, with wide, but ill-kept streets, good plazas, and some ambitious buildings. The population, at one time higher, is estimated currently at 15,000. The industries include saw-milling, cotton-ginning, and the preparation of rubber. Rubber, cotton, timber, and ivory nuts are exported.

Iquitos may be reached from western Peru by motor from Oroya to La Merced, by mule to Puerto Yessup, and forward by canoe and launch, occupying three or more weeks.

Air Service : To San Ramon and La Merced, via Contamana, Masisea, and Puerto Bermudez.

HOTEL :—Malecon Palace.

Juliaca, distant 189 miles from Arequipa on the Southern Railway, is the junction for Cuzco and Lake Titicaca. The population, mainly Indian, numbers 2,500. Wool and hides are collected at this centre.

HOTEL :—Ratti.

La Merced, 6 hours by motor-car from Tarma, or 8 from Oroya in the Chanchamayo Valley, is on the Lima-Iquitos or Pichis trail. The climate is tropical, the altitude 3,000 feet.

Lobitos, a district near Talara (q.v.), the site of the oil wells owned by Lobitos Oilfield, Ltd.

Mollendo, the terminal of the Southern Railway, is the port of Arequipa (107 miles) and a chief gate for Bolivia. The roadstead is open and liable to disturbance by storms. The port facilities are good; the town of some 9,000 population is not imposing in appearance.

South-bound passengers wishing to see the interior of Peru and Bolivia do well to disembark at Mollendo and proceed via Lake Titicaca to La Paz, the capital of Bolivia. The round trip can be completed by returning to the steamer at Antofagasta, or Arica, with which La Paz is connected by rail.

A shorter trip can be made by the Southern Railway to Arequipa, and thence to Juliaca and Cuzco, the most ancient city upon the Southern continent, with magnificent temples, churches, and Inca ruins. The journey of six hours is varied and interesting, and the scenery increases in beauty as Arequipa is approached.

LANDING :—**Motor launch.**

HOTELS :—Ferrocarril, 120 beds, soles 5 6; Mollendo House, 10 beds, soles 10-12; Pension Saenz, 18 beds, soles 4; tariffs include meals.

RAIL :—To Arequipa, daily except Tuesday and Thursday (soles 10, first single); to La Paz, Sunday and Friday (approx. fare, £6, first single).

STEAMERS :—Fortnightly to Liverpool (P.S.N.Co.), regular sailings to New York and Continent, weekly to Guayaquil.

Moquegua, the terminus of the standard-gauge railway from Ilo, is distant 60 miles from that port, and is 4,500 feet above sea-level. It has a population of 5,000, and apart from the considerable mining industry the principal local product is wine.

HOTELS :—Central, Union.

Ocoña, the town and valley in the department of Arequipa, is 65 miles by sea from Mollendo, but the heavy surf makes it inaccessible. At a small cove, Chira, a few miles to the south, cargo can be landed from tugs or lighters, but there is no wharf. The valley, though extensive and fertile, is sparsely populated. Cotton and sugar are grown, but the difficulty of transport arrests development. There have been repeated attempts to establish shipping facilities at Ocoña by means of andarivél or overhead cable line.

Oroya, 137 miles inland from Callao, upon the Central Railway, is the seat of the large copper smelting plant of the Cerro de Pasco Co.,

and the home of a number of American mining officials. The town is at the fork of the Yauli and Mautaro Rivers, and has 3,000 population.

Pacasmayo, 65 miles north of Salaverry, has a good pier, and exports sugar, rice, silver, hides and copper. A short railway runs into the interior, branching into two about ten miles from Pacasmayo; north-east to Guadalupe, and east to Paypay. Callao steamers call. Population 4,000.

HOTEL :—Ferrocarril.

Payta, a port of Northern Peru exporting sugar and Panama hats. Although possessing a population of only 4,000 it ranks third in importance in Peru, for it taps the chief cotton-growing districts. The town has an old-fashioned Spanish appearance, and is worth inspection. The structures are principally wood. Despite proximity to the Equator the climate is healthy. The ancient church contains a miraculous statue of the Madonna. Water is brought to the town by rail.

HOTEL :—Pacifico.

EXCURSION. Piura, 60 miles distant by rail, was founded three years before Lima, and is the capital of one of the richest districts on the coast.

Pimentel, one of the most northerly of the small ports, is some eight miles from Chiclayo and serves its district. There is a train service to Eten and Chiclayo, and the place is a favourite bathing resort. Coastwise steamers call.

HOTELS :—Comercio and Cosmopolita.

Pisco, a major port 130 miles south of Callao, taps an agricultural hinterland. Passengers by ship going north see a green valley and bright vegetation, making a welcome relief from the general barrenness of the coast. The town is connected by rail with Ica (45 miles), and there is a regular service of motors over a fair road to Lima and Ica. A considerable whaling station has been equipped with modern plant.

The Paracas Peninsula, 25 miles south, is the site of pre-Incaic and Inca remains. One city, buried in sand, and provisionally named Cerro Colorado, is supposed to be of date 1000 B.C.; another, Cabeza Larga, 500 B.C.; with a third Inca city adjoining. The remains include a curious series of bottle-shaped burial caverns, gold ornaments, ceramic pieces, and textiles.

HOTELS :—Americano, Gran.

Piura, 60 rail miles inland from its port Payta, and about 40 by road, ranks as the oldest Spanish settlement, and was founded upon another site by Pizarro four centuries ago. It has many edifices of the colonial type, and is the home of several old Spanish families. The water supply is deficient. Large cotton plantations exist in the vicinity, and Catacaos (12 miles distant) is an important Panama hat-making centre. Population 15,000.

HOTEL :—Colón.

RAIL :—Payta, Piura Railway.

Puerto Bermudez, on the Pichis River, is navigation head for river steamers from Iquitos, 10 or 12 days' travel, and thus upon a direct trail to Lima.

Puerto Chicama (formerly Malabrigo) is the shipping point for the sugar grown in the Chicama Valley. A light railway runs to Ascope (for Trujillo), and to the Casa Grande sugar estates.

HOTEL :—Gracey (10 beds), 1.50–5 soles per day.

Puno, capital of the department, altitude 12,648 feet, population 6,000, stands on the north-west shore of Lake Titicaca, about 218 miles from Arequipa, 820 miles from Lima, and 171 from La Paz, Bolivia. From the mole at Puno lake steamers depart for Guaqui, en route for La Paz.

HOTEL :—Comercio.

RAIL :—Southern Railway.

Quilca, 34 miles by sea north of Mollendo, is a smooth-water port, deep, well protected and safe at all times, but suitable only for small vessels and tugs. It has a good wharf for cargo. It is served by weekly services of two motor tugs from Mollendo. The roads throughout this region are very poor. The port serves the Camaná Valley, a centre of the cotton-growing industry. Sugar is grown in moderate quantities, other products being cereals, wine, and cattle. The population of the valley is from 8,000 to 9,000. The valley is about 20 miles distant over a steep hilly coast road.

Salaverry, a port with a population of 3,000, is connected by rail with Trujillo, with which point it has a considerable trade. The roadstead is open and ships discharge into lighters.

HOTEL :—Contardi (30 beds), soles 5–10.

STEAMERS :—Weekly to Cristobal and Guayaquil; every 5 days to Ilo; every 12 days to Valparaiso; fortnightly to New York.

RAIL :—To Trujillo daily.

Sullana, on the Payta-Piura railway and 38 miles from the former, in a corn and cotton growing district, has a population of 12,000. The district is one of the few remaining active sources of the cinchona bark supply.

Santa Ana, about 100 miles north-west of Cuzco, upon the Urubamba River, is an outpost for the forest region extending to the Brazilian frontier. A railway under construction by the State, and open as far as Ollantay, is eventually to connect Santa Ana with Cuzco.

Sicuani, on the railway to Cuzco, 123 miles from Juliaca, at an altitude of 11,650 feet, has a population of 15,000, and is the centre of an agricultural and pastoral district. The market place is picturesque.

HOTEL :—Lafayette.

Supe, a small port 90 miles from Callao and 20 miles from Huacho, has a population of some 6,000 and a trade in sugar, cotton, grain

and cattle. The district is served by short lengths of railway extending inland to Alpas (Pativilca Valley), and to Barranca, Paramonga and San Nicolas. A motor-bus runs daily to Huacho, San Nicolas, and Barranca.

HOTEL :—Royal (18 beds), soles 2.50-4.50 per day with meals.

STEAMERS :—Fortnightly to Valparaiso and Pimentel.

Tacna, capital of the province of that name, is 1,800 feet above sea-level; it has 15,000 inhabitants, and is a mining centre some 40 miles by rail from Arica. The Campo de la Alianza, scene of a bloody battle between Chilean and Peruvian-Bolivian forces (1880), is on the heights above the town. The soil is fertile, and fruits and flowers abound in profusion. Sugar and cotton are grown in the vicinity. The houses are thatched as protection from the heat, and are chiefly single-storeyed edifices of colonial style, ornamented richly by carvings. Tacna is frequented by Indians from the Bolivian highlands, with their llamas. Many subjects are found for the camera. There is a daily train to Arica and a motor-bus twice a week.

HOTEL :—Raiteri (30 beds), $15–20.

Talara, 40 miles north of the port of Payta, a chief centre of the petroleum industry, owes its development to Canadian initiative. Water is brought by a 40-mile main, and modern drainage, gas, and electricity have been supplied. Oil is pumped about 14 miles from Lobitos to this point for refinement. Population 4,000.

Tarma, 30 miles from Oroya upon a good motor road and 10,000 feet above the sea, is noted for the salubrity of its climate and the beauty of its situation. Grain and potatoes grow in abundance, copper and silver are mined, livestock is raised in the neighbourhood. Population 6,000.

HOTEL :—Daneri's.

Tambo de Mora, a small port 12 miles north of Pisco, has a population of 2,000. Cotton, cotton-seed oil and oil cake are produced, and north-bound P.S.N. steamers call during the cotton season.

HOTELS :—Massa (50 beds); Glovo (15 beds), 2–3 soles per day, without meals. Restaurant Parisien (30 beds), 5 soles, with meals.

RAIL :—Trains twice daily to Chincha (10 miles).

Trujillo, capital of the department of La Libertad, has a population of 22,000, and stands at an altitude of 200 feet on the Moche River, some 300 miles from Lima and nine from Salaverry. Founded in 1535 by Pizarro, and rivalling Arequipa as a commercial centre, it is increasing in importance with the extension of copper-mining. The sugar crop of the district represents about one-half that of the country. Cocaine is manufactured.

RAIL :—Trujillo Railway to Salaverry, daily.

HOTELS :—America, Astro, Verdad, Americano, Central, Nuevo, Gran, Italian, Libertad, each about 80 beds, soles 5–20.

Tumbes (or Puerto Pizarro), occasionally visited by coasting steamer, the most northerly Peruvian port, on the Tumbes River, a place of a few hundred inhabitants, is a centre for charcoal burning and tobacco growing. Here Pizarro landed for his conquest of Peru.

The Ruins of Chan-Chan.

Four miles westward of Trujillo stand the ruins of Chan-Chan, the imperial city of the Chimu Empire (overcome by the Incas *circa* 1400). The dilapidated city walls enclose an area of eleven square miles, containing the remains of palaces, temples, streets, houses, gardens and a canal. The adobe walls bear well-preserved moulded decorations in artistic patterns, and painted designs of merit have been found on pottery unearthed from the débris of a city which has been ravaged by floods, earthquakes and treasure-seekers.

PHYSICAL FEATURES.

The name **Peru,** given to the country by the Spaniards in the sixteenth century, and of uncertain origin, is said to have originated from the misrendering of an Indian word "Pelu"(= river). The existence of such an Indian name has been doubted. The spelling was Piru in some early MSS.

Peru is divided naturally into three well-defined regions :

(1) The narrow Coastal strip between the Maritime Cordillera and the Pacific; arid and sandy, but intersected by fertile valleys.

(2) The Sierra or Andean region.

(3) The Montaña, or eastern lowlands. Western Peru, the developed part of the country, is divided more precisely into four regions : Puno, or plateaux and great altitudes; Sierra or foothills; Quebrada or lower slopes, broken by gorges; and the Coastal plain.

The coast line is some 1,400 miles. Of the numerous islets may be mentioned Foca, San Lorenzo, San Francisco, Lobos de Tierra, and Lobos de Afuera, which possess rich deposits of guano. Piura, the great desert-region of the coast, extends for 200 miles from the Gulf of Guayaquil to the Morope Valley, and here rain falls at intervals of three and four years. The second section of the coast country, also about 200 miles in extent, includes several well-watered valleys. In a third coastal section occurs the River Santa, which, rising in the Lake of Conococha nearly 13,000 feet above sea-level, has a course of 180 miles. The fourth section, of some 300 miles, contains the great valley of Cañete, famed for its sugar-cane. The fifth, the Arequipa and Tacna area, covering 350 miles, includes numerous smiling valleys.

The great **Cordilleras** of the Andes are divided into three chains : Western, Central, and Eastern. The three unite near Lake Titicaca, separate and come together again near Cerro de Pasco, again to divide into roughly parallel ranges. The Western Cordillera is the highest, and from it many rivers flow to the Pacific. The higher peaks include

Chachani, 21,220 ft.; Vilcanota, 17,380; Pichu-Pichu, 18,600; Coropuna, 21,700; Solimani, 20,700; Sarasara, 20,300; and Huascan, 22,000, the highest mountain in the country. In the Eastern Cordillera the chief peaks are Ausangate, 21,200 ft.; Soiroccocha, 18,600; and Salcantay, 17,100. The mountain region includes plateaux, of which that enclosing Lake Titicaca is the chief. The gorges cut by streams in the mountains are known as "pongos."

In addition to Titicaca (5,500 square miles), lakes include Chinchaycocho or Junín, near Cerro de Pasco, measuring 37 by 7 miles, and Lauricocho, sometimes described as the source of the River Amazon, 14,270 feet above sea-level.

The great **rivers** of the Peruvian sierra are the Marañon, the Huallaga, and several tributaries of the Ucayali. Most of these run through great gorges in a tropical climate; above them is a comparatively temperate zone, and, still higher, a cold and freezing plateau. The tropical forests at the foot of the Andes are traversed by navigable streams. The Marañon and the Huallaga unite, and are joined by the Ucayali, all forming part of the upper waters of the Amazon. The forests traversed by these rivers form the northern section of the Peruvian montaña. The southern half has rivers coming from the Eastern Andes, which help to form the Madre de Dios. This fertile region covers 800 miles from the Marañon to the frontier of Bolivia, and divides itself naturally into the subtropical forests east of the Andes and the tropical forests in the plains of the Amazon. There are 52 rivers flowing to the Pacific.

The **climate** varies greatly according to the altitude. Along the Pacific coast it is tropical, cool all the year round on the inland plateaux, and very hot in the eastern Amazon district. There is practically no rain on the coast, but the heat is moderated by the Humboldt current. At times in the winter, when heavy fogs come inland from the Pacific, the coast is cool. The dry season is November–April; the wet season May–October.

POPULATION.

The **population,** estimated at 5 millions, cannot be stated with certainty. The pure Indians of the sierras form a majority; the tribes of the Amazonian region are computed to number 300,000. The ruling class of Spanish descent may number 500,000, and probably more than one million are of mixed blood or Asiatic in origin. There are some 25,000 Chinese and Japanese, and an unofficial estimate places the number of British in Peru at 5,000 persons.

Life at High Altitudes :—The effect of life at such altitudes as 15,000 feet has been studied scientifically in the High Andes. Professor Barcroft of Cambridge, examining native boys engaged in heavy labour at the mines, found their stature small, their chest development great, "their ribs standing out like ribs of a barrel." Their blood, containing an unusual number of red corpuscles, was specially adapted for picking up the relatively small amount of oxygen present in the air. European engineers long

resident at these heights were found to have undergone a similar adaptation, but suffering a certain loss of vigour.

Native Indians:—The Aymara and Quechua peoples are the two chief native Indian races. The former inhabit the borders of Lake Titicaca and the mountain plateaux, and the other the lowlands. The races differ greatly in character. The Aymara is fierce and bold, of medium stature and great strength. He endures extreme cold in comfort, and his pedestrian powers are wonderful. The Aymaras are copper-coloured or olive-brown, and make good soldiers.

The Quechua is lighter in colour, and his character is docile. He is of great bodily strength, and the women are even stronger than the men.

A PERUVIAN CALENDAR.

1530. Pizarro and Almagro begin the occupation of Peru. The Inca Atahualpa defeated and captured by Pizarro.
1533. Execution of Atahualpa. Capture of Cuzco by the Spaniards.
1534. City of Lima founded.
1541. Assassination of Pizarro.
1551. Antonio de Mendoza made Viceroy.
1560. First olive tree planted in Peru.
1567. Jesuits arrive in Peru.
1570. Tribunal of the Inquisition founded.
1571. Execution by the Viceroy of "the last of the Incas," Tupac Amaru.
1574. System of galleons introduced.
1579. Drake harries the coast.
1582. System of runner posts introduced.
1796. Ambrose O'Higgins made Viceroy of Peru.
1819. Navy organized for the liberation of Peru, under Lord Cochrane, arrives off Callao.
1821. San Martin proclaims the independence of Peru.
1823. José de la Riva Agüero elected first President.
1824. Battle of Ayacucho. Bolívar elected President.
1827. General de Lamar succeeds Bolívar.
1828. Constitution promulgated.
1829. War with Colombia. Lamar deposed.
1835. Santa Cruz intervenes in Peru and establishes the Peru-Bolivian Confederation.
1839. Peru-Bolivian Confederation defeated by Chile.
1846. Exportation of guano begun.
1847. Unsuccessful invasion of Peru by the Bolivian General Ballivián.
1855. Slavery abolished.
1856. New Constitution promulgated.
1860. Constitution modified.
1866. Peru joins Chile, and declares war on Spain. Callao bombarded.
1868. Treaty of peace with Spain.
1876. Peruvian-Brazilian frontier dispute settled.
1879. Outbreak of the Nitrate War.
1881. Lima occupied by the Chileans.
1884. Peace signed with Chile.
1884–5. Insurrection under General Cáceres.
1886. General Cáceres elected President.
1892. Great fire at Callao.
1895. Lima besieged by insurrectionists. General Pierola elected President.
1908. Abortive revolution.
1919. Joins the League of Nations.
1920. New Constitution promulgated.
1921. Reserve Bank founded.
1925. Destructive floods in Western Districts.
1928. Resumption of diplomatic relations with Chile.
1929. Tacna Arica dispute settled.

GOVERNMENT.

The Constitution of January 18, 1920, vests legislation in a Senate of 35 members and a House of Representatives of 110. Both senators and deputies are elected by direct vote, and both houses are renewed every five years. The President, to whom is entrusted the executive power, is elected for five years and may be re-elected for further terms. Male citizens over 21 years and able to read and write are eligible to vote.

PRESIDENTS (SINCE 1900).

Manuel Cándamo	1903
Serapio Calderón	1904
José Pardo	1904
Augusto B. Leguía	1908
G. E. Billingshurst	1912
General O. R. Benavides	1914
José Pardo (second term)	1915
Augusto B. Leguía (second term)	1919
Augusto B. Leguía (third term)	1924

PRESIDENT.

Augusto B. Leguía (1929) fourth term.

MINISTRY.

Foreign Affairs	Dr. Pedro José Rada y Gamio.
Interior	Dr Huamán de los Heros.
Justice	Dr. Matías León.
War	General Salmon.
Marine	Rear-Admiral Loayza.
Public Works	Ingeniero Mendiola.
Finance	Manuel G. Masias.

ADMINISTRATION.

There are twelve judicial districts in which justice is administered by superior and minor courts, and there is also a Supreme Court at Lima, the judges of which are chosen by Congress.

The departments are divided into provinces (113 in number) and the provinces into 873 districts. Each department and province is administered by a Prefect and Sub-Prefect.

The army upon a peace footing numbers 10,000. The navy includes a river flotilla, cruisers, and submarines. Both army and navy have aviation branches.

The Constitution guarantees complete religious liberty. The **religion** of the Republic is Roman Catholicism. The churches and convents are the property of the State. Lima is the seat of an archbishop, under whom are 13 bishops.

The language is Spanish, but the Quechua and Aymara dialects are spoken among the Indian population.

The Colombian Boundary : The Sálomon-Lozano Treaty, signed in 1922 by the respective Ministers, was ratified in December, 1927, by the Peruvian Congress, assigning about 100,000 square kilometres lying mainly between the Putumayo and Caqueta (Apura) Rivers to Colombia.

The Tacna-Arica Treaty :—The 50 year old dispute between Peru and Chile over the provinces of Tacna and Arica was settled in May, 1929. The main points of the settlement may be summarised as follows :—

The territory under dispute is divided into two parts : Tacna for Peru and Arica for Chile. The dividing line is ten kilometres north of, and parallel to, the Arica-La Paz Railway. The sulphur deposits of Tacora remain in Chilean territory, and the canals of Uchusuma and Mauri remain the property of Peru.

Chile will construct for Peru, at Arica, a wharf, a custom house and a station for the Arica-Tacna Railway, where Peru will enjoy independence within an ample free port.

Chile will pay to Peru six million dollars, will deliver to Peru without cost all the public works and government-owned real estate in the department of Tacna, and will maintain the concessions granted by Peru to the Tacna-Arica Railway.

NATURAL RESOURCES.

Agriculture employs a large majority of the people despite the new expansion of the mining and oil industries. About 3 million acres are cultivated, and of a capital investment in farming calculated at Lp.63,000,000, more than one-half is engaged in the irrigated coastal lands and the remainder in the mountain areas.

Cotton is indigenous and is cultivated in 35 of the coastal valleys and a few inland districts. Five chief varieties are grown, greatly differing from each other in their general characteristics : Full-rough (Aspero) in the Piura district; Semi-rough (Semi-aspero); Smooth (Suave) in the Chincha and some other valleys; Tanguis, valued because of its liberal yield, in the Pisco district; Mitafifi, produced from Egyptian seed and partaking of the Egyptian character. Sea Island and Sakel varieties are grown upon a smaller scale.

The greater part of the crop is obtained from the southern coastal valleys, where a rich alluvium is deposited by the melting of the snows in the Cordillera. Pisco is the principal point of export and the Tanguis variety forms over 75 per cent. of the whole. The principal picking seasons are earliest in the northern valleys, where they extend from January to May. From Lima to Pisco picking extends from April to August or September. The Ica district furnishes a small summer and a larger winter crop. Probably 40,000 labourers are employed upon the large estates and in addition there are many thousands of small cultivators. The development of irrigation promises to increase the acreage under cotton in the coastal area and cotton might be grown upon large tracts in the Amazonian region.

The internal consumption is estimated at 3,500 tons. The exports were 46,000 metric tons in 1928.

Sugar, the second agricultural crop, is cultivated along the whole coast and in the deep valleys of the Andes. The Chicama Valley, north of Trujillo, is first in importance, the Lambayeque Valley, near Pimentel second, and the neighbouring Santa Catalina Valley third. There are important sugar estates in the Carabayllo Valley,

on the Lima-Ancón railway, and in the Huaura and Sayan Valleys, near Huacho. The Zana Valley, near Eten, the Cañete, near Cerro Azul, the Pativilca, near Supe, and the Nepaña, near Samanco, are all considerable sources, and there are others near Chimbote.

Large estates are the rule and it is computed that 50 estates raise about 95 per cent. of the total crop.

About 15 per cent. of the sugar is locally consumed and the rest exported in the raw state.

The exports of sugar, 300,000 metric tons in 1927, were 300,000 metric tons in 1928.

Rice, grown chiefly near Chiclayo (Lambayeque Valley) by methods not incapable of improvement, is planted upon about 90,000 acres and hulled in local mills. The annual production of about 28,000 tons is insufficient for local needs, and is being fostered by the Government.

Wheat is grown upon the higher lands, generally without irrigation, and the crop of about 80,000 tons is consumed locally, so that imported wheat is used upon the coast. Experimental stations have been opened for the improvement of the yield. **Barley** thrives at 12–14,000 feet, and together with quinoa forms a staple food of the Indians of the sierra. **Maize** or "Choclo" grows at all elevations up to 13,000 feet, and yields heavy crops in the Arequipa district.

Vegetable gardening is being encouraged by grants of guano manure at reduced prices. Green vegetables grow freely near the coast and inland and realize good prices in Lima. Peas and beans of many varieties are widely distributed. The root crops are large and potatoes do well at all altitudes. In the warmer regions mandioca or "Yuca" is cultivated by Indians.

Fruit-growing: An agricultural explorer to the U.S. Government, Mr. Wilson Popenoe, records his opinion that Peruvian fruits could be improved both in quality and quantity by the adoption of scientific methods. The Urubamba Valley, near Cuzco, is one of the best favoured districts and famous for its pears. Strawberries are grown for market near Lima. Date-palms flourish between Pisco and Ica. Excellent oranges are grown near Palpa. Bananas are imported from Ecuador although the Peruvian coastal valleys are suitable for their culture. The grapes of Southern Peru are of a renowned quality and ripen at a period when the markets of the northern countries are short of supplies. Olives and figs do well in the southern valleys. Arequipa guavas are famed. Peaches, pears, plums, quinces, and apples all grow on the sierra. Raspberries and blackberries are native to the Andes. The opportunities of preserving these fruits and marketing them seem to deserve attention.

Among fruits more or less confined to Peru are enumerated the highly perishable chirimoya, the sugary lúcuma, the níspero del Japón, or loquat. The capuli, or wild cherry, grows on the roadsides of the higher Andes.

Ships fitted with refrigerated chambers serve Peruvian ports and allow of the landing of oranges on the British market after the close of the Spanish orange season.

Vines are cultivated in the immediate south of Lima and also on the Chilean border on an approximate acreage of 32,000. White and red wines are produced as well as brandy.

Coca is grown in the Cuzco, Ayacucho and Huánuco districts, coca being a necessity to the Indian population. Coca in the leaf is consumed locally, but cocaine is made at Huánuco, Lima and Otuzco. About 3,300 pounds are exported annually, principally to Japan.

Coffee from the coastal valleys, some sierra districts and points in the eastern montaña is produced in a quantity which leaves a small surplus for export. The Perene Colony is the chief centre of production, and with a sufficient supply of reliable labour might become an important source of high-class coffee. **Cacao** is a product principally of the Cuzco district, amounting to 200–300 tons per annum. About 200,000 cacao trees have been planted in the Perene region.

Tobacco is the subject of a State monopoly, and may only be grown lawfully under licence. The quality is irregular, and both leaf and manufactured tobaccos are imported. Experiments in the cultivation of Cuban and other varieties are proceeding in the Tumbes district.

Olives grow in the Moquega Valley and to an estimated total of 1,000 tons a year. Oil expressed from them at Ilo is used for cooking in all parts of the country.

Quinine bark, exported now upon a very small scale, is gathered near the Ecuadorean frontier. The shrub is not cultivated and the natural supply has been heavily depleted by reckless collection in the past.

Castor oil is produced in Payta province from beans cultivated in the Department of Piura. The plant occurs in a wild state throughout the cotton-growing districts.

Irrigation was practised before the Conquest. Its aid is indispensable in the rainless coastal region and necessary to secure an even supply of water upon the mountain slopes. The work is under the supervision of the Comisión Tecnica de Aguas, and it is due to artificial irrigation that agriculture has become the chief source of wealth. Approximately one million acres are irrigated within the coastal zone, and the area could probably be extended by one-half.

Some 20,000 acres of desert in the Cañete valley are being fertilized by the Pampas Imperial irrigation scheme, upon which over £400,000 has been spent. The Government propose to irrigate 100,000 acres in Piura and Lambayeque departments at a cost of £5,000,000, spread over five years. The project, known as the Olmos Scheme, involves the diversion of the

waters of the Huancabamba River through an 18-mile tunnel and provides for the irrigation of 355,000 acres, largely desert hitherto. The work is in progress.

A concession has been granted for irrigating 300,000 acres in Camaná Province (Arequipa), where the climate is favourable to cotton-growing.

Livestock :—The available information suggests the following estimated totals :—

Cattle	1,500,000	Donkeys	250,000
Sheep	12,500,000	Alpacas	1,500,000
Goats	500,000	Llamas	500,000
Horses and Mules ..	275,000	Swine	470,000

Cattle are bred successfully in the central highlands in Junín at an altitude of 14,000 feet, near the works of the Cerro de Pasco Copper Corporation. Dairying in the Lima district suffers from want of forage. Butter is made in a quantity of about 500,000 lb. a year in the Junín Department.

The breed of cattle and horses is being improved through the agency of the Asociación de Ganaderos del Peru, Lima, and that of sheep by Colonel R. J. Stordy at the Government Model Farm, Chuquibambilla, Puno. The highlands are the natural habitat of the alpaca, reared for its wool, and the llama, the traditional beast of burden. The guanaco is not of economic importance, and the vicuna, famed for the fineness of its wool, is extremely rare.

Wool is the most important commodity in the trade of the Arequipa district, and the exports of alpaca wool form the chief part. Peru produces about 6,700 tons of wool per year from about 12,000,000 sheep. Improved Peruvian wool grown on merino and crossed merino sheep is exported. The total wool export in 1927 was valued at £839,427.

The abundance of fish in Peruvian waters includes many most desirable table varieties. Fishing and fish-preserving are not organized on a scale commensurate with the opportunities. Callao and Mollendo are the principal centres.

Whales are taken 200 300 miles off-shore, and with the establishment of the modern whaling factory at Pisco the production of oil is likely to increase.

Forest Products :- The Montaña, in the eastern part of the country, is rich in timber which, with the present means of transport, cannot profitably be brought to the coast. Cedar, oak, and mahogany abound, and the timber ranges from extremely hard steelwood (palo acero) down to soft light wood like palo balsa, used in constructing native boats.

The only export of hard woods is made via the Amazon River from Iquitos, where there are sawmills.

The rivers considered best for timber exploration are those north of the Amazon and Marañon. The American Rubber Commission report : "On the average the forests we saw in Peru are as heavy as

any seen in the Amazon valley, and some are heavier than we have found elsewhere. . . . The average number of trees suitable for lumber purposes would be about one tree to 1½ acres."

Before the advent of plantation **rubber,** wild rubber collected in the Peruvian Orient was one of the principal exports. It has decayed to insignificant proportions, but with American aid efforts are being used to revive the business by establishing plantations. The rivers along which rubber is collected include the Ucayali-Tapiche, Huallaga-Marañon, Napo-Amazonas, Javary and Putumayo. Iquitos is the centre of the trade.

Fourteen varieties of oil-bearing palm and four of oil-nut trees or vines were identified by this Commission. Seventeen varieties of fibre were recorded, several of them silky, like kapok, others hard like piassava and suited for brushmaking, with sisals and other cordage fibre and palm leaves suitable for making fine hats.

Tagua or vegetable ivory, the produce of the yarina palm, is exploited largely by Iquitos river-traders.

Quinine, copaiba, and quillaia are three out of the hundreds of medicinal plants commonly met in the forest region.

Balatá trees are felled, not tapped, by the native collectors, and the supply is accordingly diminishing. "Quinilla" is the local name for the several species of trees, which are especially abundant on the eastern side of the Andes in the Ucayali district.

MINERAL RESOURCES.

The mineral production, valued in 1903 at less than £1,500,000, was close on £5,000,000 in 1913, and is estimated at £25,214,000 today. Petroleum has taken first place, but copper mining increases, and occupies more than 22,000 persons.

The promontory immediately south of the Ecuadorean frontier comprising, among others, the Zoritos, Lobitos and Negritos oilfields, has thus far proved the most prolific source of **oil.** The first oil wells were drilled near Negritos, 15 miles south of Talara, towards the end of last century, but it was not until 1904 that the Peruvian oil industry began to make rapid progress. In 1927 the output was 10,135,000 barrels and 11,970,000 barrels in 1928.

The International Petroleum Co., with over 1,000 wells, has a large refinery at Talara, and is responsible for about 80 per cent. of the total output. The Lobitos Company has wells at Lobitos and Cabo Restin to the number of 350. The Zoritos works a smaller number of wells.

An effort to work petroleum in the neighbourhood of Lake Titicaca (12,000 feet altitude) has had to be abandoned. The best results have been obtained at sea-level, but oil has been got at 8,000 feet above the sea, and signs of oil have been found in Junín Department and upon the eastern side of the Eastern Cordillera.

The Standard Oil Co. of Peru, with headquarters at Iquitos, is developing the unexploited Amazonian region, on the Upper Marañon, Huallaga and Ucayali Rivers.

Mining for metals is very much in the hands of North American companies and is carried on chiefly in the mountains of the north and centre. The Cerro de Pasco Copper Corporation is reported to have invested £14 million, chiefly in mines and smelters and housing, partly in a railway and in farming. The Northern Peru (or Guggenheim) Company has been largely increasing its investment in copper exploitation.

The production of **copper,** estimated at 52,000 metric tons in 1928, steadily increases, the exhaustion of the richer lodes being offset by the employment of more economical plant. The working costs of the best-placed producers are reduced by the gold and silver contents, and one Corporation has the credit of producing at a lower cost than any in the world. The Morococha and Cerro de Pasco districts are by far the most prolific.

The production of **silver** rose from 300 tons in 1918 to 569 in 1927, largely in consequence of new developments at Salpo and Cerro de Pasco, and Peru ranks as the third largest producer in the world. The output of some £2¾ million arises both from copper-working and from the lead-silver ores of the Morococha district. Cerro de Pasco, Colquijirca and Milluachuachaqui are the main sources.

The production of **gold** reached a value of Lp. 587,400 in 1924 and was Lp. 513,037 in 1927, and exported chiefly as the contents of copper bars from the Oroya smelter. The Santo Domingo mine upon the Puno-Cuzco Railway has closed, but a new cyanide plant has been erected at Pataz.

Lead, obtained principally near Casapalca and worked also by modern appliances at Pataz, occurs also near Atocha, and 4,866 metric tons were produced in 1927. In the same year there was an output of 12,000 tons of **zinc,** the two metals together representing an aggregate of nearly £1,000,000.

The principal **vanadium** mine in the world, known as Minas Ragras, lies to the west of Cerro de Pasco. The ore is shipped in the raw state and the supply is about 80 per cent. of the world's requirements. Production in 1927, 857 tons.

Borax exists in large deposits at Salinas in southern Peru, where a British company is constructing a 66-mile railway to connect with the Southern line for the purpose of exporting borates.

Bismuth is found and smelted at San Gregorio, near Cerro de Pasco. Antimony, lead, arsenic, and mercury are worked, and there is promise of a considerable development of the arsenic industry. Handsome black and gold marble is quarried 18 miles from Lima at Pachacamac. Sulphur deposits exist and are worked for export. Salt is a Government monopoly.

Large deposits of **iron** in the form of hematite rest unexploited. The Marcona field extending from the mouth of the Ica River, south to Puerto Lomas, at a distance of 10 miles from the coast, is computed to contain 500,000,000 tons, yielding 60–65 per cent. of iron. Limestone is present in the locality, but not fuel. Red hematite exists in large quantity in the western Cordillera, near the

source of the Mantaro River, 130 miles from the coast. Sixty miles inland from Payta, in the Tambo Grande district; at Aija, 60 miles inland from the port of Huarmey; and at Callaycancha, north of Aija, there are smaller deposits of iron.

Coal is raised for the purpose of smelting, and the 160,000 tons mined by the Cerro de Pasco Corporation are estimated to form 97 per cent. of the total production. The situations of the known deposits of bituminous coal and lignite are generally inaccessible. Anthracite is mined at Huayday, about 75 miles from Salaverry, and projected improvements in transport promise largely to increase its utilization.

Guano since 1909 has been the subject of a monopoly. The deposit is worked as a mineral chiefly upon the islands, which are taken in rotation after 2½ years' rest. The floods of 1925 denuded the deposits to an extent which has interfered with subsequent progress.

INDUSTRIAL DEVELOPMENT.

Cost of Living :—The cost of living, aggravated by the adverse exchange, has been rising since 1920. Housing accommodation has been deficient in quantity and building materials have been dear. More attention is given to export than to food crops for home consumption, making vegetable foods expensive. Butter, cheese and meat fetch high prices at retail, partly in consequence of the defects of inland transport. The import tariff leads to exorbitant charges for clothing and articles both of necessity and luxury.

Colonization :—Attempts are being made to populate the vast tropical region in the eastern portion of the country with good-class immigrants from Europe, who obtain land on advantageous terms, together with other facilities to enable them to become successful settlers. Arrangements have been made for the colonization of about 20,000,000 acres of land. The most important scheme is for the settlement of 12,500,000 acres in the district between the Huallaga and Ucayali Rivers. Another plan is for the settlement of 3,000,000 acres near the Saltipo River.

On the Perene Colony, 10 miles north of La Merced, coffee, fruits and fibres are grown with Indian labour on about 10,000 acres. The Peruvian Corporation, the owners of the property, have large undeveloped tracts of land.

Manufacturing Industries :—Peru is primarily a producer of raw materials but attempts have been made to foster manufacturing industry, and notably by means of a protective customs tariff. Copper smelting employs the largest number of hands, and there are sugar, cotton, woollen, flour and lumber mills, cotton ginneries, tanneries, breweries, cotton-seed oil, soap, biscuit, and chocolate factories, and foundries and a large cement works. Boots, hats, bottles, and brooms are among the manufactures. The number of cotton-seed oil, cake, and soap factories is increasing. A 20-year monopoly of match manufacturing was instituted March 1, 1926.

Road Transport :—The mountainous character of much of the country imposes great difficulties in road-making and a comparatively small sum is available for the purpose. Power exists to conscript labour as an alternative to a road tax and several provincial roads have been constructed by forced work. The normal road is levelled but not metalled and unsuited for motor traffic.

Lima is connected with Callao and with Huacho by capital paved roads. Motors are used on the 650 kilo gravel track from Lima to Cañete, Pisco, Ica, Chincha and Lomas; and over 100 kilos to Canta on a road which is being extended to Cerro de Pasco. Motors pass also from the railway at La Mejorada to Ayacucho (160 kilos) and from La Oroya to La Merced (125 kilos). A mining company has constructed 135 kilos of metalled road, Trujillo–Quiruvilca (12,000-ft. level). A highway has been opened between Cuzco and La Raya.

Motor wagons are employed on country roads rather than light cars, and about 10,000 motor vehicles were in service in 1928.

FOREIGN TRADE.

	IMPORTS.	EXPORTS.
1928	Lp. 17,626,644	Lp. 31,518,776
1927	Lp. 19,364,198	Lp. 31,197,725

These figures are inclusive of the movement of trade through the port of **Iquitos.** Returns for 1928 show petroleum and its products, cotton, copper bars and sugar to compose roughly 84 per cent. of the value exported. Of the total export trade 28·38 per cent. was with the United States, 23·03 per cent. with Great Britain. Of the imports of the year, 41·80 per cent. were from the United States, 15·75 per cent. from Great Britain, 10·25 per cent. from Germany.

Foreign Capital :—The amount of British capital invested in Peru and quoted on the London Stock Exchange is about £20,000,000. American capital in oil, mines, estates and constructional enterprises is calculated at £66,000,000.

Speaking generally, **Labour** in Peru is not possessed of even elementary notions of economics, and, being temperamentally open to the influence of oratory, is easily persuaded to unreasonable action by interested propagandists. There is a law enjoining compulsory arbitration before striking, but it proves difficult of application.

THE PRESS.

The principal daily papers published at Lima are : "El Comercio," "La Prensa," "El Sol," "La Crónica," "La Tradición," "El Tiempo." The "West Coast Leader," published weekly in Lima in the English language, periodically issues special numbers of exceptional interest. "Variedades," "Mundial," and "Limeña" are popular illustrated magazines.

CURRENCY, WEIGHTS, AND MEASURES.

The monetary unit is the Peruvian libra, equivalent, at par, to the British sovereign, ordinarily written "Lp." The silver coins are the sol, the half-sol (50 centavos), the peseta (20 centavos), the real (10 centavos), and the medio (5 centavos). Ten soles are the equivalent of the sovereign, and there are 100 centavos in the sol. The copper coins are the 2-centavo and 1-centavo pieces.

The **metric** system of weights and measures is general along the coast and in the more populous centres Other weights and measures used in the interior include the :—

Onza	=	1·014 oz. avoirdupois.
Libra	=	1·014 lb. ,,
Arroba	=	25 lb. ,,
Quintal	=	101·44 lb. ,,
Carga	=	364 lb. ,,
25 libras	=	1 arroba.
1 vara	=	0·927 yard.
1 square vara	=	0·859 square yard.
1 Peruvian gallon of wine	=	6·70 imperial gallons.

PUBLIC HOLIDAYS.

January 1—New Year.
January 6—Epiphany.
March 19—San José.
May 26—Ascension.
June 29—SS. Peter and Paul.
July 4—National Holiday.
July 28, 29, 30—Independence.
August 15—Assumption.
August 30—Sta Rosa.
September 24—Our Lady of Ransom.
October 12—America Day.
November 1—All Saints.
November 27—National Holiday.
December 8—Immaculate Conception.
December 22—Summer.
December 25—Christmas.
Shrove Carnival, 2 days; Easter, 2 days; Corpus Christi.

POSTS AND TELEGRAPHS.

In 1921 the **postal,** telegraph, and radio-telegraph services of Peru were leased for twenty-five years to Marconi's Wireless Telegraph Company, Ltd. The arrangement was ratified in 1926.

Peru is in the Postal Union. To Spain, the United States and Latin America the letter postage is 10 centavos per 20 grammes; to other foreign countries 15 centavos initially and 10 c. per 20 grs.

Letters for transmission by **air mail** from Oroya to Iquitos and intermediate points require prepayment at the rate of 10d. per half ounce in addition to the ordinary postage.

There are three submarine cables between Peru and Chile, and two between Peru and the northern republics. The West Coast of South America Telegraph Co. and All Americas Co. own cable lines. Wireless stations have been established at many internal points, including Iquitos, and a powerful station at Lima.

Outward **mails** are dispatched via Panamá, the United States, and Buenos Aires at frequent intervals. Homeward mails arrive about three times a week.

Broadcasting is transmitted from Lima on 380 metres and Arequipa on 275 metres. Reception from abroad is heavily subject to static interference.

BRITISH LEGATION AND CONSULATES IN PERU.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Lima	Envoy Extraordinary and Minister Plenipotentiary.	Charles Henry Bentinck, C.M.G.	—
	(M) Commercial Secretary and Consul	W. M. Gurney ..	
	Archivist	H. W. Speck ..	
	Vice-Consul ..	R. C. Stevenson ..	Republic of Peru, with the exception of the Department of Loreto.
Callao	Consul	W. M. Gurney ..	
	Vice-Consul ..	Commander E. C. Neligan ..	
	Pro-Consul	H. E. Young ..	
Arequipa ..	Vice-Consul ..	Reginald W. Stafford	
	Pro-Consul	T. E. Henson ..	
Mollendo ..	Vice-Consul ..	C. J. Bowes (act.) ..	
Payta	(M) Vice-Consul ..	R. Antram	
Salaverry and Trujillo.	Vice-Consul ..	H. E. Dawson ..	
Iquitós	Consul	J. W. Massey ..	Department of Loreto.

PERUVIAN LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
Chancery of Legation, Sentinel House, Southampton Row, W.C.1.		
Legation .. .. .. 65 Cadogan Square, S.W.1.	Envoy Extraordinary and Minister Plenipotentiary.	Manuel de Freyre y Santander.
	First Secretary	Carlos Holguin de Lavalle.
	"	José F. Mariátegui.
	Attaché	Carlos A. Mackehenie.
	Military Attaché	Lt.-Col. J. Francisco de la Torre.
	Naval Attaché	Manuel D. Faura.
	Air Attaché	Capt. Juan Leguía y Swayne.
London .. .. .. Carlton House Terrace, 11 Regent St., S.W.1.	Consul-General	Demetrio Correa Olavegoya
	Chancellor	Gerardo Vargas.
	Chancellor	Francisco Eguiguren.
Belfast	Consul	Raymond Augustine Burke.
Birmingham	Acting-Consul	F. Hickinbotham.
Cardiff	Vice-Consul	Alfred Bovey.
Edinburgh	Consul	Hon. James Moncreiff Balfour.
Glasgow	Consul	Isaac Escuvia.
Hartlepool	Vice Consul	L. K. Fawcitt.
Huddersfield	Consul	John Arthur Freeman.
Hull	Consul	C. Downs.
Liverpool	Consul-General	Carlos Estenós.
Manchester	Consul	I. Kahla.
Newcastle-on-Tyne ..	Consul	C. Allison.
Newport (Mon.) ..	Consul	Mario Williams.
Plymouth	Consul	Arthur Bellamy.
Queenstown	Consul	James Charles Rohan.
Sheffield	Consul	William Ernest Wheatley.

Information for Passengers.

Passengers over 12 years of age and not Peruvian subjects require individual passports with a signed photograph attached; *visé* by the Peruvian Legation or Consulate in the country of embarkation. A certificate of recent vaccination is necessary.

Aliens landing in Peru must register at once with the police, and travellers, to avoid delay and inconvenience, should carry with them three spare photographs required in connection with these formalities.

Travellers making a stay of more than three months' duration may not leave the country without police permission. A permit is indispensably required before steamer tickets can be issued.

PERUVIAN RAIL ROUTES.

The country has about 2,500 miles of railway and the revenues of the tobacco monopoly (some £500,000 p.a.) are available for constructional work which is proceeding upon various State lines.

The principal railways, being those under the management of the Peruvian Corporation Ltd., are :—

The Central Railway, a standard-gauge line from Callao to Huancavelica, 298 miles distant, on the Atlantic side of the Andes, with branches to Morococha (9 miles) and to Ancón (24 miles).

The most important in the country, and the highest standard-gauge railway in the world, it opens out scenic vistas of a grandeur hardly to be exceeded in any part of the world. The views obtainable from the window between Lima and Oroya transcend, in some opinions, the most majestic in the Alps, and have been held an ample recompense for the long voyage from Europe.

Sunday excursions are arranged to Rio Blanco, and in this ride of 74 miles, in course of which an ascent is made to 11,500 feet, much of the most picturesque scenery can be viewed. Galera station, 98 miles from Lima, stands at 15,680 feet, and Oroya at 12,225 feet. The highest point on the line, La Cima, is 15,805 feet above the sea.

There are sixty-five tunnels and sixty-seven bridges. Fifteen "zigzags" exist at points where the steepness of the mountain-side permits of no other means of ascent.

The following are the principal zigzags upon the main line given in the order in which they are met in travelling from the coast:

San Bartolomé.	Cacray Abajo.	Johnston.
Viso Abajo.	Cacray Arriba.	Tingo Abajo.
Viso Arriba.	Chicla.	Tingo Arriba.
Tamboraque.	Saltacuna.	Rumichaca Sur.
Aruri.	Backus.	Rumichaca Norte.

The ascent is accomplished without the use of a rack line. On the downward journey passenger trains are piloted by a hand car, equipped with powerful brakes.

The Southern Railway of Peru runs from Mollendo via Arequipa to Juliaca and Cuzco. From Juliaca a spur is carried to Puno, on the western shore of Lake Titicaca. The company's steamers, Puno-Guaqui, connect with their trains, Guaqui-La Paz, Bolivia. See p. 138.

The service Mollendo La Paz, in conjunction with the all-rail route Buenos Aires La Paz (page 130), permits a transcontinental journey to be made via Peru, and use of this alternative is increasing.

The following shows the stations, distances, and altitudes upon the Mollendo Division of the Southern Railway :—

MOLLENDO TO AREQUIPA.

Stations.	Altitude. Feet.	Distance. Miles
MOLLENDO	13	—
Mejía	10	9
Ensenada	32	14
Tambo	986	19
Posco	1,830	26
Cachendo	3,250	35
Huagri	3,524	44
La Joya	4,141	55
San José	4,850	65
Ramal	5,179	72
Vitor	5,350	77
Quishuarani	6,125	84
Uchumayo	6,450	95
Huaico	6,548	98
Tiabaya	6,794	100
Tingo	7,275	105
AREQUIPA	7,550	107

A list follows of the stations from Arequipa to Juliaca and Puno.

AREQUIPA TO JULIACA AND PUNO.

Stations.	Altitude. Feet.	Distance. Miles.
AREQUIPA	7,550	—
Yura	8,450	18
Quiscos	10,013	30
Ayrampal	11,293	37
Pampa de Arrieros	12,302	44
Cañaguas	13,381	59
Sumbay	13,542	71
Pillones	14,357	87
Vincocaya	14,357	96
Crucero Alto	14,688	117
Lagunillas	14,280	129
Santa Lucia	13,250	148
Maravillas	12,967	156
Cabanillas	12,747	169
JULIACA	12,550	189
Puno	12,540	219
PUNO MOLE, Lake Titicaca for Bolivia	12,535	8

The Cuzco extension of the line leading to the ancient capital of the Inca Empire is detailed below :—

JULIACA TO CUZCO.

Stations.	Altitude. Feet.	Distance. Miles.
Juliaca	12,550	—
Laro	12,727	26
Pucará	12,738	37
Tirapata	12,731	42
Ayaviri	12,807	57
Santa Rosa	13,100	82
La Raya	14,153	99
Chectuyoc	11,860	119
Sicuani	11,650	123
San Pablo	11,444	131
Tinta	11,395	139
Combapata	11,372	143
Checacupe	11,247	148
Quiquijana	10,555	166
Urcos	10,236	179
Huambutio	10,045	190
Cuzco	11,007	210

The **Trujillo Railway** :—The coast terminus is at the port of Salaverry, which possesses a well-equipped mole with excellent landing facilities. It extends to Ascope with branches to Cartavio and Menocucho, and serves a sugar-growing district. The extension to the coal mines of Huayday has been completed as far as Cimbron.

The **Chimbote Railway** :—The line to Tablones (57 kilometres) is owned by the Peruvian Corporation. A State-owned extension which is open to traffic to Caras is to be continued to Huaraz and Recuay, according to plan.

The **Pacasmayo Railway** connects the port of that name with the towns of Guadalupe (42 kilometres) and Chilete (105 kilometres), traversing a productive district chiefly devoted to the cultivation of rice.

There is a daily service of trains to Guadalupe, and a bi-weekly service to Chilete, the first-class fares being respectively 1.20 soles and 5 soles. From various points on the line easy horseback journeys can be made to other centres, for instance, to Chocope, Chiclayo, and Cajamarca.

The **Pisco to Ica** Railway, forty-six miles, is the highway by which the products of the departments of Ica, Ayacucho, and Huancavelica reach their coastal outlet at Pisco, one of the oldest of the Peruvian ports. After traversing the plain of Chunchanga, between the Ica and Pisco rivers, the line changes its direction at the village of Guadalupe, where it crosses the Ica Valley and reaches the city of that name.

The **Payta to Piura** Railway is a well-kept standard-gauge line sixty miles in length, passing through a fertile district.

Trains leave at 1 p.m. on Mondays, Wednesdays and Fridays, and at 2 p.m. on Saturdays, for Piura (fare 2.91 soles), returning on Tuesdays, Thursdays, Saturdays and Sundays at 8 a.m.

State Railways.

Of the railways under the management of the State the more important are :—

The **Peruvian North-Western Railway,** with headquarters at Huacho, connects that port by a winding course with the Central Railway at Ancón. Through connection can be made with Lima on three days of the week.

Ilo to Moquegua Railway :—The line is some 102 kilometres in length, linking the fine port of Ilo with Moquegua, the capital of its province. The district is an agricultural one, its principal exports being wine, olives, and olive oil.

The **Cuzco-Santa Ana** (or F.C. de Convención), through a fertile tropical region, 170 kilometres across, is complete for about half the distance from Cuzco. Trains run to Ollantay Pachar and beyond, and on a branch to Urubamba. Gauge ·91 metre.

Other State lines are the following :—

Tumbes—Puerto Pizarro, 11 km.
Huancayo—Castrovireyna (under construction to Ayacucho).
Tablones—Huallanca, 82 km. under construction to Cajabamba).
Lima—Lurin, 46 km.

There is under construction the Pachitea (or Ucayali) Railway, intended to connect the central sierras with the eastern rivers. Some 50 or more km. have been completed from Tambo del Sol on the privately owned Cerro de Pasco Railway. The northern terminus is to be Pucallpa (180 km.), upon the Ucayali River.

Work is proceeding on a line from Ascope to the head of the Chicama River; and on one from Huacho to Supe and Barranca. The points last named and Alpas, in the Pativilca Valley, are served by some 54 km. of State railway.

Private Railways.

Four mining companies own private lines, the chief being that of the Cerro de Pasco Corporation. Regular services are maintained by this company between Oroya and Junín, Cerro de Pasco and Goyllarisquisga in connection with the Central Railway. Plantation railways exist on certain of the sugar estates. The Eten and Pimentel Railways are owned by the proprietors of the piers.

Guidance for Commercial Travellers.

The municipality of Lima imposes a tax of Lp.50. In most other Peruvian towns the municipal tax is Lp.10.

A law of June 26, 1912, regulates the admission of commercial travellers' samples. Duplicate inventories are required if dutiable articles of commercial value are carried. These lists should show the mark, number and gross weight of the package and an individual enumeration of each article with its tariff classification. The duty may be refunded upon re-exportation within three months.

THE JOURNEY TO CUZCO.

Mollendo—Cuzco (Southern Railway).

As the sea is left behind, a steady climb begins, winding in, out and around the foot-hills. The Tambo Valley comes into view on the right, and miles of fields with alfalfa, sugar-cane, and cotton contrast with the barren slopes on the left. Eden could have been no more beautiful than Tambo Valley, and Sahara is not more devoid of vegetation than the foot-hills of the Andes on this coast. At every station there is a little oasis irrigated by water from the railway tanks, and these places are veritable tropical gardens, bearing vivid testimony to the fertility of the soil and climatic conditions which, given water, would enable these millions of acres of hillside and plateau to supply cotton, sugar, grain, and fruit. Cotton plants are to be seen in several of these gardens, twelve or more feet high, with blossoms and mature bolls on the same bush throughout the year. Cotton, corn, figs, cane, and roses grow side-by-side in luxuriance.

The sand dunes near La Joya, on the broad level plateau about half-way between Mollendo and Arequipa, are unique in formation and appearance. The main formation of the plateau is a coarse, brownish lava sand which appears too heavy to be blown. Scattered irregularly are curious crescent-shaped dunes of a light grey ash colour. All crescent-shaped and of varying sizes, they are from 30 to 100 ft. across and from 6 to 15 ft. high, with the points of the crescent on the leeward side. The dunes creep across the desert in a northerly course at the even rate of 40 to 60 ft. per year, blown by the wind. The sand is slowly blown up the convex side and it drifts down into the hollow side of the crescent.

A day or two may be very pleasantly spent in Arequipa, a city famous for its eternal sunshine. In the background are three snow-capped mountains, Misti, Chachani, and Pichu-Pichu.

The early morning scene from the train as it winds its way up the valley from Arequipa towards Cuzco is one of enchanting interest. In the foreground are irrigated fields of alfalfa, wheat, and other grains. With but one tunnel, few bridges, and no switchbacks the ascent is made by almost even gradients, and the divide is crossed at Crucero Alto, the highest point upon the Southern Railway, 14,688 ft. above, and 210 miles from the sea.

The first mountain lakes are to be seen soon after crossing the summit, and the mountain-sides and canyons are covered with flocks of sheep, llamas, alpacas, and occasionally vicuñas. The two largest lakes seen from the train are Lagunillas and Saracocha. These two are very pretty and both come into sight at the same time from opposite sides of the train, which winds along their edges for nearly an hour. Wild duck and other fowl offer good sport. As the descent continues streams become more plentiful. Signs of cultivation appear, and the scene changes in a few hours from desolate mountain peaks to fertile pampa carrying a fairly populous agricultural community.

The trains arrive at Juliaca in the evening, where passengers for Cuzco spend the night.

In the first hundred miles north from Juliaca towards Cuzco, the train ascends until it again reaches above 14,000 ft., this time on the ridge from which the water flows one way back into Lake Titicaca, and the other way down into the Amazon and so to the Atlantic. This hundred miles has been cultivated in every available spot, and is well watered by mountain streams from the glaciers. The cultivation is primitive. Flocks of sheep, llamas, and alpacas are met with, always attended by the Indian woman herdess. Scattered herds of cattle, a few horses and pigs indicate the diversity of agriculture.

After the summit is passed at La Raya, the descent is rapid. The passenger watches the engine wind round the short curves as it follows the course of the widening stream down the narrow canyon. There are thrills as the shriek of the whistle and the grinding of the brakes tell that the driver is trying to stop the train before it runs over some Indian driving his pack mule, or some herder attempting to cross the track with his flocks.

The valley widens, fields become greener, habitations look more "livable," towns are more frequent, and cultivation more general reaching higher up the steep slope. Piles of stones, occupying in many fields a larger area than remains to cultivate, bear testimony to the patience and industry of the Indians who for generations have cultivated these slopes.

Inca ruins come into view from the train windows, bringing evidences of ancient civilization. Every little pueblo has its church, every prominent hilltop is mounted with a cross, open outdoor shrines are scattered here and there, and every hut and habitation is adorned with a small cross.

Cuzco, the scene of the rise and fall of the ancient Inca Empire, has for nearly three centuries been a centre of interest for students of civilization, archæologists, and searchers after treasure.

The Temple of the Sun stands almost in the heart of the city, a short distance from the main plaza. The mechanical and architectural perfection of this piece of circular stonework is probably without equal in the world. Centuries of earthquakes have not disturbed them except for a crack which ruptured the slabs of granite diagonally, with scarcely any injury to the intersecting joints.

Almost every street in Cuzco has the remains of Incaic or pre-Incaic walls, arches, and doorways. The city itself was surrounded by a wall, enough of which remains to show its course from end to end. Many streets are lined by walls of perfect stonework, now serving as foundations for rude adobe structures. This ancient stonework has one distinguishing feature. Every wall has a perfect line of inclination, toward the centre, from bottom to top. In the language of the stonemason, they are all "battered" walls, with every corner rounded.

El Salvador

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

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EL SALVADOR.

San Salvador, the capital of the Republic and the chief commercial centre, has a population of about 88,000. It is situated over 2,000 feet above sea level and 25 miles from the port of La Libertad, with which it is connected by a modern asphalt motor road. The climate is semi-tropical and healthy and the water supply pure and abundant. The city, repaved and drained throughout, is a modern and progressive one, with a style of architecture governed by the liability to earthquakes. There are good motor-bus services, modern taxicabs, and many motor-cars, private and for hire. The prosperity of the country, arising from close population and a comparative freedom from political disturbances, is reflected in the commercial activity of the capital.

HOTELS :—Nuevo Mundo, España, Metropol.

RAIL :—Salvador Railway Co. : West to Santa Ana, Sonsonate and Acajutla. International of C.A. : East to Cojutepeque, San Vicente, Usulután, Zacatecoluca, San Miguel, and La Unión; West to Santa Ana (via Lempa Valley) and to Ahuachapán. Line to Guatemala is now open.

Ahuachapán, capital of the Department of the same name, with a population in 1927 of 31,249, stands 72 miles from San Salvador, and 22 from Sonsonate. It is one of the most important distributing centres in the south-west of the Republic. Chief products : coffee, cereals, tobacco, sugar. There is mining in the neighbourhood. A branch line of railway opened in 1927 connects the town with Santa Ana and San Salvador.

HOTEL :—Americano.

Acajutla, the western seaboard terminal of the Salvador Railway is 12 miles from Sonsonate. The wharf, post offices and a few adobe dwellings constitute the town. Landing is difficult and the local accommodation is inferior. Calls are made by the P.S.N. steamers from Cristóbal, and about 20,000 tons per annum of coffee are shipped. The train journey to the capital is five hours.

Chalchuapa, an urban centre of 25,000, some 10 miles from Santa Ana, is served by the road motor service running from the last-named to Ahuachapán.

La Libertad is the chief passenger port of the Republic, 25 miles from San Salvador, and within two hours of the capital by motor-car. For this reason the port is made a place of call by P.S.N.Co.'s and nearly all other steamers. Steamers discharge by lighter. Population, 3,000. Coffee, sugar, and indigo are exported.

La Unión, the capital of the Department of that name, stands on the Bay of Fonseca, across which there is a steamer or motor-boat service to Amapala, Honduras. Population 7,000. It is

37 miles from San Salvador and 37 from San Miguel. Steamers drawing 25 feet go alongside at Cutuco, distant one mile and provided with good rail facilities. Through trains run to San Salvador (10 hours).

HOTELS :—España, Europa.

RAIL :—International Railway of Central America.

Santa Ana, capital of the Department of that name, is 48 miles from San Salvador and 66 from Acajutla, with a population in 1927 of 74,827. The second city of the Republic, it is an important business centre and the metropolis of the western zone.

HOTEL :—Florida.

RAIL :—Salvador Railway and International Railway.

Santa Tecla (or Nueva San Salvador), ten miles distant from the capital and 800 feet higher, is a centre of coffee-growing. Population, 28,000.

San Miguel, capital of the Department of the same name, with a population in 1927 of 37,830, stands at the foot of the San Miguel volcano, 107 miles from San Salvador, 37 from La Unión, and 63 from San Vicente. The chief products are agricultural—coffee, henequen, cattle, and cereals. Silver mining has been carried on in the locality, and these mines have yielded a proportion of gold. The commercial importance of the town has been appreciably decreased by the opening of the International Railway, which has deflected to the capital business which was transacted in San Miguel in the days of mule and ox transport.

HOTEL :—Paris.

RAIL :—International of Central America.

San Vicente, capital of the Department of the same name, on the Achahuapa River near the foot of the San Vicente volcano, stands 40 miles from San Salvador and 63 from San Miguel. Shawls, and other woollen goods are manufactured as well as hats, cigars, and sugar. The chief products are corn, tobacco, indigo, coffee, fruits, sugar-cane. In 1927 the population was 34,127.

HOTEL :—Italia.

RAIL :—International of Central America.

Sonsonate, capital of the Department of the same name, with a population in 1927 of 16,703, stands on the Salvador Railway, 53 miles from San Salvador and 12 from Acajutla, in the centre of a rich agricultural district, producing coffee, sugar, hides, tobacco, rice, and Peruvian balsam. It manufactures mats, baskets, cigars, and coarse cotton cloth. An important market is held every Sunday. The adjacent Izalco volcano is active and an eruption in 1926 cost nearly sixty lives.

HOTELS :—Gran Hotel, Toniatti.

PHYSICAL FEATURES.

El Salvador, the smallest but most densely populated of the Central American Republics, is bounded on the north-west by Guatemala, on the north and east by Honduras, on the south-east by the Gulf of Fonseca, and on the south by the Pacific Ocean. It has no seaboard upon the Atlantic. Its computed area is some 13,000 square miles. The coast line is 160 miles long. Two mountain chains cross almost the entire country, sending out numerous spurs enclosing valleys of great fertility. The most important valley is that of the River Lempa. Violent earthquakes are frequent.

The two important bays are La Unión and Espíritu Santo (Jiquilisco) and there are three considerable inlets, Mandingo, Jaltepeque and Santiago.

Fourteen mountains or volcanoes exceed 3,000 feet in height, the highest being San Miguel (7,100 ft.), San Vicente (7,246 ft.), and Santa Ana (7,950 ft.). The Izalco volcano, close to Sonsonate, is the most active in Central America, and its almost continuous flames form a guide to mariners on the Pacific.

The chief rivers are the Lempa, the Paz, and the San Miguel, the first named flowing through the entire Republic. They are navigable only by small craft.

There are picturesque lakes, of which Lake Guijar is the largest (15 miles long and 5 miles wide). Lake Ilopango is 9 miles long and 3 miles wide. They are navigable by shallow-draft vessels. Lake Coatepeque is a popular holiday resort.

The **population** is estimated currently at 1,688,000, and of this the purely native race composes about 10 per cent., the remainder being white or of "ladino" (i.e. mixed) race.

The birth-rate is 35·6 per thousand; the death-rate 20·4.

The **climate** varies according to the altitude; along the coast and in the low-lying country extreme heat is experienced. In the uplands the temperature varies from 60 degrees Fahr. to 97 degrees in the shade. March to May are the hottest months. The rainy season commences in May and continues until the beginning of November. The average yearly rainfall is about 100 inches.

GOVERNMENT.

Legislation is in the hands of a congress of 42 deputies, 3 for each department, elected for one year by universal suffrage. The President, who wields the executive power, holds office for four years, and carries on the administrative business of the Republic assisted by a Vice-President and a Ministry of four.

There are a Supreme Court, several courts of First and Second Instance, a Court of Third Instance, and a number of minor courts. All judges of First Instance are appointed by the Supreme Court for a term of two years; those of Second and Third Instance are elected by the National Assembly for a similar period.

There are 14 administrative departments under Governors who hold office for four years.

The language of the country is Spanish.

The laws are liberal and aim at the attraction of settlers, who are free to follow all honourable vocations and to acquire property without limit. The prevailing religion is Roman Catholicism. An archbishop has his seat in San Salvador, and there are episcopal sees at Santa Ana and San Miguel.

PAST PRESIDENTS (SINCE 1895).

General Rafael A. Gutiérrez ..	1895.
General Tomás Regalado ..	1899.
Don Pedro J. Escalon	1903.
General Fernando Figueroa ..	1907.
Dr. Manuel Araujo	1911–Feb., 1913.
Don Carlos Melendez	Feb., 1913–Oct., 1918.
Dr. Alfonso Quiñonez	Oct., 1918–March, 1919.
Don Jorge Melendez	March, 1919–March, 1923.
Dr. Alfonso Quiñonez-Molina ..	March, 1923-March, 1927.

PRESIDENT AND VICE-PRESIDENT.

President	Dr. Pio Romero Bosque (1927–31).
Vice-President ..	Ingeniero Gustavo Vides.

MINISTRY.

Foreign Affairs, &c.	Dr. Francisco Martínez Suárez.
Interior, &c.	Dr. Manuel Vicente Mendoza.
Finance, &c.	Don José E. Suay.
War, Admiralty and Air ..	Dr. Alberto Gómez Zárate.

A SALVADOREAN CALENDAR.

1526. Conquest of Salvador completed by Pedro de Alvarado.
1821. Declares itself independent of Spain.
1823–39. A member of the Central American Federation.
1841. Declares itself an independent Republic. Constitution promulgated.
1863. General Barrios defeats the Guatemalan Army at Coatepeque. Honduras joins Salvador against Costa Rica, Nicaragua and Guatemala. The ultimate victory is with President Carrera of Guatemala, who occupies Salvador.
1885. A defensive alliance made between Salvador, Nicaragua and Costa Rica against Guatemala. President Barrios invades Salvador and is killed in battle.
1886. Peace made with Guatemala.
1889–90. Insurrection under General Rivas suppressed by Government forces.
1898. War with Guatemala and Honduras. Peace signed. Salvador joins the "Greater Republic" of Central America, of which Costa Rica, Nicaragua, and Honduras are members.
1898. President Gutierrez deposed because of his proposed federation with Honduras and Nicaragua.
1899. External debt of £720,000 taken over by the Salvador Railway Company, in exchange for concessions.
1908. Represented at the Central American Court of Arbitration.
1919. Joins the League of Nations.
1925. Fourth centenary of San Salvador.
1927. Presidential election.

NATURAL RESOURCES.

Agriculture is the mainstay of the country and **coffee** much the most important crop, and upon it economic prosperity principally depends. The quality is fine and commands high prices especially in Germany, the chief consuming market. Coffee haciendas are numerous in Usulután, San Miguel, San Salvador, San Vicente, Santa Ana and Ahuachapán. The crop fluctuates in size. The export of some 53,300 tons in 1928 is the best on record, and an increase of 87 per cent. over 1927.

The soil and climate are well adapted to **sugar,** of which some 20,000 tons are produced annually.

Henequen (sisal) is one of the larger crops. Maize, wheat and rice are grown principally for local consumption. Indigo, once a main article of export, is still exported to Peru and Mexico. Peruvian balsam, despite its name, is distinctively a Salvadorean product, collected in the forests by native workers. Beans (frijoles) are produced in excess of local requirements. Fruits including oranges, pineapples, coconuts, bananas and custard apples are plentiful. Hardwoods are obtained from the mountain and forest district, as well as kapok, which is locally called pochote.

Official encouragement is lent to the cultivation of tobacco, of which crop there are good hopes.

Cattle, sheep, goats and pigs are raised, and hides and skins are exported. Experimental agricultural stations have been opened by the Government for the improvement of livestock and of crops.

Gold and silver have been mined by modern methods in San Miguel and Marazán. Copper, lead, zinc, mercury, sulphur, gypsum, alum and lime are all worked upon a certain scale. Petroleum exists, but is not exploited.

Local Industries :—Hammocks are made from native fibres, and silks are woven. Saddlery and shoes, cigars and cigarettes, hats and shawls, are produced by native craftsmen. Soap, candles, cigars and cigarettes, soda water, beer, cotton, hosiery, macaroni, ice, and brandy are produced in small factories, but there are no considerable manufacturing establishments. Hydro-electric plants are at work at Usulután and Berlin.

Economic Progress :—" The country," says a British Consular report, 1924–25, " is attaining a degree of prosperity, luxury and stability hitherto unknown in its history. . . . Education, which is being made practically compulsory, is teaching the masses to spend money on their homes and persons as well as giving them the means of improving their earning capacity." Against this has to be set the low average earnings of the people, which are probably not more than one colón per head per day.

FOREIGN TRADE.

	IMPORTS.	EXPORTS.
1927	£3,048,400	£2,917,900
1928	3,946,223	5,033,716

Public Debt :—The external debts in 1928 was £1,898,200. The internal debt up to December 31, 1927, is being registered with a view to amortization.

ROADS AND RAILWAYS.

The roads are better than most of those in the Latin-American countries, and as a rule are fair even in the rainy season. The 25-miles stretch between San Salvador and La Libertad is an excellent road for motor traffic. The chief highway is the main road eastward from Ahuachapán to La Unión, and from this are various by-roads, north and south, affording good connection with places not reached by rail. San Salvador and Guatemala City are linked by a highway available for motors in the dry season.

Cart or mule roads connect with Honduras via Chalatenango or Cabañas and with Guatemala via Ahuachapán or Santa Ana. Official returns for 1926 record the existence of 3,050 kilometres of national "carreteras" and of 502 kilometres of active railways.

The country is traversed by the International Railways of Central America, whose line from La Unión on the Bay of Fonseca leads via San Miguel to San Salvador. From a junction at Soyapango the line is continued to Santa Ana, from which point an extension to the Guatemalan border was opened in 1929 to give through communication with the Transoceanic system of Guatemala at Zacapa, so shortening the journey via Puerto Barrios to Europe by more than a week.

Trains call at all intermediate stations. A train runs daily in both directions between San Salvador–La Unión and San Salvador–Acajutla. Two trains each day, each way, connect San Salvador–Santa Ana.

The lines of the Salvador Railway Co. connect the port of Acajutla with the capital and Santa Ana. The short electric line between the capital and Santa Tecla (8 miles), has been abandoned, and the Company liquidated owing to competition from motor transport using the new asphalted roadway between the two towns.

CURRENCY, WEIGHTS, AND MEASURES.

The currency has been established on a gold basis since 1920 and 1 unit is 1 colón or peso, valued at 50 cents U.S. gold. The "real" has a value of 12½ centavos. The silver coins are 1 colón, 50, 25, 20, 10, and 5 centavos, but the bulk of the small change consists of nickel coins of 10, 5, 3 centavos and 1 centavo. Bank notes circulate, and are used almost exclusively except for fractional amounts of a colón.

Coined American gold and silver are legal currency in the proportion of two colones to one dollar, whilst national money is coined in sufficient quantities.

The metric system was made obligatory in 1886, but in the more remote districts the old Spanish units linger.

PRESS.

San Salvador :—"La Prensa," "Diario Oficial," "Diario Latino," "Diario de Salvador," "El Dia."

San Miguel :—"Diario de Oriente." **Santa Ana** :—"Diario de Occidente."

POSTS AND TELEGRAPHS.

Outward **mails** are sent via New Orleans and Puerto Barrios, and also via New York and Panamá. They are dispatched with the mails to the United States.

Postage, 2½d. first ounce; and 1½d. each ounce after.

Homeward mails once a week; take 20–25 days.

Salvador is a member of the Postal Union, and has a parcel post. The rates are 5 cents for the first ounce or fraction thereof and 3 cents for each additional ounce. There are 278 telephone exchanges and some 245 telegraph offices, owned and operated by the Government. A wireless station at the capital communicates with Mexico and Central America at large.

Public Holidays :—The feast days of the Roman Catholic Church are observed. Other holidays generally observed are as follows :—

January 1 : New Year's Day.
March 1 : Civic holiday (every four years when the President is elected).
March 15 : National holiday commemorating General Morazan.
May 3 : Festival of Los Arboles.
August 1–7 : El Salvador Days.
August 29 : National holiday commemorating General Gerardo Barrios.
September 15 : Independence Day.
October 12 : Columbus Day.
November 5 : Anniversary of Independence of San Salvador from Central America.
December 25 : Christmas Day.

LEGATION AND CONSULATES IN GREAT BRITAIN.

SALVADOREAN LEGATION.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. Palace Hotel, Lancaster Gate, W.2.	Envoy Extraordinary and Minister Plenipotentiary.	Dr. Antonio Reyes-Guerra.
7 Union Court, E.C.2	Consul-General	Dr. Antonio Reyes-Guerra.
	Vice-Consul	G. Le Bourdonnec.
Birmingham	Consul	Frederick Hickinbotham.
Liverpool	Consul	Joaquín Leiva.

BRITISH LEGATION AND CONSULATES IN EL SALVADOR.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
(See GUATEMALA)	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General.	H. A. Grant Watson	—
San Salvador ..	(M) Consul	D. J. Rodgers ..	Republic of
,, ,, ..	Vice-Consul	S. M. Stadler ..	Salvador.
Acajutla ..	Vice-Consul	F. Jardine Parkes ..	
Cutuco ..	Vice-Consul	Capt. J. E. Griffiths	

Information for Passengers.

Passports need to be *visé* by the Consul for El Salvador. Passengers not in possession of a vaccination certificate on arrival are called on to submit to vaccination on board the steamer before being permitted to land. Alien passengers are required to be in possession of $100 American gold, and this amount has to be deposited at the time of booking a steamer passage. Exception is made in favour of commercial travellers, representatives of insurance companies and public bodies, actors and foreign employees of enterprises established in Salvador.

Guidance for Commercial Travellers.

Every commercial traveller must be provided with a certificate issued by the competent authority in the country of domicile and endorsed by the Consul of Salvador establishing his character as such. Commercial travellers carrying samples for sale to wholesale merchants pay a tax of 100 pesos if their stay does not exceed two months; for every month beyond this period they are charged 25 pesos (about £2), the amount being collected by the Administrator of Customs at the time of their departure. In addition, in the municipality of San Salvador, a tax of 50 dollars is levied on commercial travellers and representatives of foreign business houses, whether they do business or not. Commercial travellers are not subject to income tax on sales.

All samples of commercial value are liable to duty. If the goods are intended for re-exportation the duties may be deposited with a view to their return when the traveller leaves. Guarantees from responsible merchants are also accepted. Samples must be re-exported within 6 months, or the duties are forfeited and the guarantees made effective. Ordinary goods thus re-exported must be shipped from the port of entry, but they may be shipped from any other port provided a Ministerial order is obtained, a requirement which presents no difficulty.

URUGUAY

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

ROGERS & BRIGHT, LTD.

Colonial House, LIVERPOOL.

Coal Contractors & Exporters,

Steam Ship Agents,

General Forwarding Agents.

ROGERS & BRIGHT (SOUTH WALES) LTD.

CARDIFF.	NEWPORT (MON.)	BARRY.
1, 2 & 3 THE EXCHANGE.	44 COMMERCIAL STREET.	DOCK CHAMBERS.

Telegraphic Address: "GWENT, LIVERPOOL."

BRITISH ROPES

LIMITED.

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CABLEWAYS and TRAMWAYS.

HEAD OFFICE: 32 Cavendish Square, London, England.

NEW YORK OFFICE: 194 Front Street.

URUGUAY.

Montevideo, the capital, one of the great cities of the continent, was founded 1726, and has a population of some 460,000. Originally built on a low promontory between the ocean and Horseshoe Bay, the city stretches into the flat country behind, and round the Cerro, the lofty isolated cone to which Montevideo owes its name. Clean, brisk, and inviting in appearance, fortunate in climate, and prosperous in affairs, the capital dominates the commerce of the country. The city is well built with flat-roofed houses, above which towers the cathedral, to a height of 133 ft., flanked by two side turrets and surmounted by a dome. The most conspicuous landmark is the Palacio Salvo, with a main building of twelve stories and a tower of fourteen stories. The edifice commands its surroundings and is visible for many miles.

There are large Italian and Spanish colonies, and a British community of about 900, with a British Hospital and King Edward VII Sanatorium. Montevideo is the chief rail centre, all lines radiating outward therefrom. The new services of motor buses afford a ready means of seeing the suburbs.

Hotels.

Name of Hotel	Beds.	Per day per person.
Parque Hotel ..	150	$10–15
Grand Hotel Lanata	160	$6–9 (Dec.–Mar.). $6.50–10 (Apl.–Nov.).
Hotel Alhambra ..	100	$6.50–8 (Dec.–Mar.). $5.50–7.50
Palace Hotel Pocitos	80	$5–8
Hotel Cervantes ..	66	$5–8
Palacio Florida Hotel	76	$3.50–5 (Jan.–Mar.). $3–5 (Apl.–Dec.).
Hotel Colón ..	50	$3.50–5
Hotel Barcelona ..	150	$3–5
Hotel Campiotti ..	100	$3–4.50
Hotel Pyramides ..	100	$3–4
Hotel Rio Branco ..	60	$2.50–4.50
Hotel del Globo ..	70	$2.50–3.50
AT POCITOS		
Hotel Pocitos ..	130	$5–8 (Open Dec.–Mar.).
AT CARRASCO		
Carrasco Hotel ..	150	$10–15

($=51d. approx.)

Travellers visiting Montevideo and its neighbouring seaside resorts during the summer (December to March), are advised to book rooms at the hotels in advance.

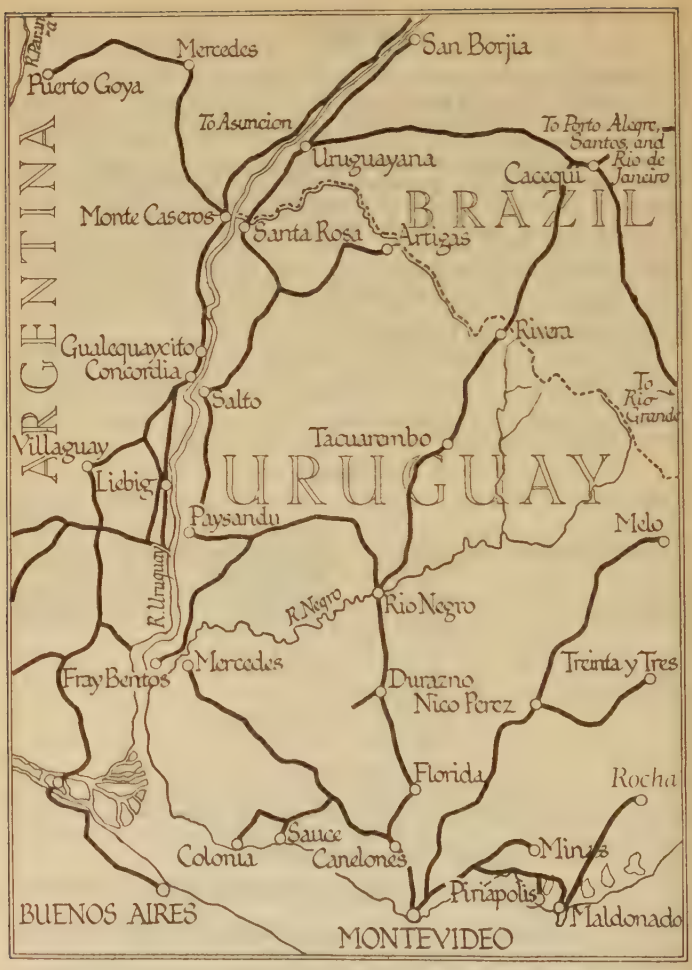
[For announcements of local hotels and business houses see the latter section of this book, "LOCAL CLASSIFIED ADVERTISEMENTS."]

LANDING :—Steamers normally go alongside. Motor launches are usually available.

CLUBS :—English, French, German, Italian, Spanish, Press and Jockey Clubs, Club Oriental, Club Uruguay, Circulo de Armas.

LOCAL STEAMERS :—To Buenos Aires nightly ($11.30 first, single). To Salto twice weekly. To South Brazil (Rio Grande do Sul-Antonina) fortnightly.

AIR SERVICE :—To Buenos Aires.



URUGUAYAN RAILWAYS AND THEIR CONNECTIONS.

RAIL :—Through trains to São Paulo (Brazil). Trains to Salto and Paysandú, and all parts.

Restaurant cars are provided on all long-distance trains. It is usually necessary to book sleeping berths beforehand.

Points of Interest.

Plaza Constitución :—Cathedral; Uruguay Club; Congressional Hall.
Plaza Independencia :—Government House; Solís Theatre.
Plaza Libertad :—Athenæum; Pedagogical Museum, Municipal Palace.
Calle Agraciada and Sierra :—New Legislative Palace.
Avenida 18 de Julio :—Jockey Club.
National Library and Museum, University Building.
Prado :—Park, Rosery, and National Botanical Gardens. (Car fare 6 cents.
Cerro :—(Hill overlooking the Bay) Slaughter-houses. (Ferry fare 5 cents.)
Parque Central :—Athletic Grounds, Football, Tennis, and Fives Clubs. (Fare 6 cents.)
Hippodrome (Maroñas) :—National Racecourse. (Fare 10 cents.)
Villa Dolores :—Zoological gardens. (Fare 8 cents.)

ADDRESSES.

British Legation and Consulate, Treinta y Tres 1282.
U.S. Legation, Calle Uruguay 753.
U.S. Consulate, Calle Zabala 1591.
Y.M.C.A., Calle Mercedes 1071
British Chamber of Commerce, Solis 1480.
The Uruguayan Touring Club, founded in 1890 in Montevideo, publishes road maps of the city, its environs, and the country at large. It has set up a system of guide posts and danger signs, with directions as to the nearest petrol-filling station. The Club organizes excursions into Brazil, Argentina, Paraguay, Chile, and farther afield. Address : Colonia y Minas, Montevideo.

PLEASURE RESORTS NEAR MONTEVIDEO.

Villa Colón, one hour distant by tramway, has a fine avenue of eucalyptus trees with public gardens. **Sayago,** 5 miles out by rail or tram, has an Agricultural College with an interesting experimental station. **Santiago Vazquez,** at the bar of the Santa Lucia River, affords good boating among a series of picturesque islets, and is accessible by motor and train. **Pando,** 25 miles away, is served by motor-bus and the Central Railway. It offers motor boating, and has good restaurants and hotels. **Canelones,** with its Prado, is easily reached by Central Railway.

Bathing Places :—Beaches from which good bathing is obtainable are among the major attractions. **Pocitos,** a short tram ride from the city, is the most fashionable and probably the most beautiful. **Ramirez** has the picturesque Rodó Park as a background, and a good modern hotel. **Capurro,** which is at its best by night, is much frequented. **Carrasco** has a capital hotel and casino with many chalets. **Atlantida,** farther seawards, is accessible by State railway, on the Maldonado line, or by motor. **Punta Del Este,** still farther to sea, affords stronger sea breezes and rugged coast views; it is some five kilometres from Maldonado. **La Floresta,** with good sands, on the Atlantic Coast, some 37 miles from the capital on the Maldonado railway, may also be reached by motor along excellent roads. **Solis,** 64 miles distant on the line to Minas, has fine views, sea air, and a good hotel.

Fray Bentos, a port on Uruguay River, some 120 miles above Buenos Aires, and about 250 miles from Montevideo by water, has a population of 7,400, and is almost wholly concerned with the same industries as Paysandú, with which town and Montevideo it is connected by the Midland Railway. The Rio Negro has to be crossed by boat in course of the train journey from the capital. There is a depth of 24 ft. at the port, and about fifty ocean-going steamers call annually.

HOTEL :—San Martin.

LOCAL STEAMERS :—Mihanovich Line from Buenos Aires.

Paysandú, on the east bank of the Uruguay River (navigable to vessels of 14-ft. draught), is the second town in order of importance, and has a population of about 21,000. It is the headquarters of the Midland Railway, and the centre of the meat-packing and frozen-meat industry. It is famed as "Queen of the North"; 127 miles by train from Montevideo.

HOTELS :—Concordia, Paris, Bayonne, Del Vapor.

LOCAL STEAMERS :—Mihanovich Line to Buenos Aires and Montevideo.

Salto, an important port on the Uruguay River, is the third city of the Republic. It has a population of 20,000, and is a centre of the livestock and agricultural interests. It is connected by the Midland Railway and steamer with the capital, and by rail with Brazil. It is separated only by the river from Argentina, and is 366 miles from Montevideo.

HOTELS :—Comercio, Uruguay, Concordia, Oriental, Americano, Salto, De los Amigos.

OTHER TOWNS.

Artigas, a small town near the Brazilian frontier, with about 9,000 inhabitants, distant 506 miles from the capital, is a cattle and agricultural centre.

HOTELS :—Concordia, Oronoz.

Canelones (or Guadalupe), 27 miles from Montevideo, on the Central Railway, in a grain-growing district, is a provincial capital of 9,000 population.

Colonia, a pleasure resort on the River Plate, with a casino and bull-fighting ring, has a population of 3,000, and is about 150 miles from Montevideo, with which it is connected by rail and steamer. There is a boat service to Buenos Aires. The establishment of a Customs-free zone has been sanctioned, and extensions are contemplated, which should have the effect of largely increasing the commercial importance of the port.

HOTELS :—Esperanza and Parque.

Colonia Suiza, in the "Switzerland of Uruguay," approximately 100 miles from Montevideo, is a holiday centre with good hotels.

The town was founded by Swiss people and has about 2,000 inhabitants. A Russian agricultural settlement exists here.

HOTELS :—Central, Del Prado, Suizo.

Conchillas, a tourist resort some six hours steaming from Buenos Aires, offers varied forms of sport. Steamers leave twice a week, serving also Colonia and Carmelo.

HOTEL :—Conchillas.

Durazno, on the Yi River, 127 miles from Montevideo, is the capital of the department of the same name, and has a population of about 10,000. It is on the Central Uruguayan line, 127 miles from Montevideo.

HOTELS :—Ferrocarril, Iberico.

Florida, about 70 miles from Montevideo on the Central Railway, has a population of 10,000. It owes its origin to the construction in 1800 of a little church, San Fernando de la Florida, upon the left bank of the Pintado River.

HOTELS :—Pastorizo, Fernandez, Anchustequi.

Las Piedras (or San Isidro), 12 miles from the capital, in a wine-growing and ostrich-farming district, is the site of a Gothic chapel of the Salesians.

Lavalleja (formerly Minas), 90 miles by rail from Montevideo, with about 13,400 inhabitants, one of the most picturesque of Uruguayan towns, has mines and quarries in its vicinity.

HOTELS :—Casa Perez Luengo, Garibaldi, Oriental.

Maldonado, a port on the Atlantic, with a population of some 5,000, is about 90 miles east of Montevideo, and is connected therewith by rail and steamer. The principal industry is seal-fishing on the Lobos and Castelles Islands. The town, founded in 1757, retains many relics of the past.

RAIL :—Montevideo, 5½ hours, passing many of the most agreeable seaside resorts, including Piriápolis, Solís, La Floresta and Atlántida.

Melo, capital of the department of Cerro Largo, is about 260 miles from Montevideo on the State (Maldonado) line, and has 12,000 inhabitants. Granite, coal, and metal ores are worked in the vicinity, and the pastoral and agricultural industries of the district are well developed.

HOTELS :—Español, Internacional.

Mercédes, an agricultural and livestock centre, with a population of 15,900, is connected by rail with San José and the capital, from which it is distant 186 miles. The town is on the south bank of the Rio Negro, and is a favoured health resort.

HOTELS :—Comercio, Paris.

Nueva Palmira, near the confluence of the Paraná and Uruguay Rivers, is a port of call for river steamers for the shipment of cattle and cereals.

Pando, some 22 miles from Montevideo, on the line to Canelones, stands on the banks of a small river, and has a population of 3,000.

Puerto Sauce, some 23 miles west of Montevideo, and the head of a branch of the Central Uruguay Railway, is regularly visited by river steamers.

Piriápolis, a small watering-place with a good hotel and surrounded by hills, is served by Pan de Azúcar station on the State (Maldonado) line (70 miles from Montevideo). The town is laid out prettily with an abundance of shade trees, and the district is rich in pine, eucalyptus and acacia woods. The hills of volcanic origin rise to over 1,000 feet and there are medicinal springs. Comfortable passenger steamers maintain a direct service from Montevideo during January—March.

HOTEL :—Piriápolis.

Punta del Este, for which the station is Maldonado, is a fashionable Atlantic watering-place with hotels, chalets, and boarding-houses. It is about 100 miles from Montevideo, and is reached in about 5 hours over the State line; or in the summer months by steamer from Montevideo.

HOTELS :—Gran España, Biarritz.

Rivera (with 9,000 inhabitants), on the Brazilian frontier, is the Northern terminus of the Central Uruguayan Extension Railway; the line continues in Brazil to Santos and Rio de Janeiro. It is divided by a plaza from the neighbouring Brazilian town of Sant Anna de Livramento. Distant from Montevideo 351 miles.

HOTELS :—Nuevo, Central.

Rocha is the capital of the province of the same name, and has a population of about 12,500. The palm trees lend it a noteworthy beauty. It is now connected by rail via San Carlos to Maldonado.

HOTELS : Uruguayo, Roma.

San Carlos, 9 miles from Maldonado on the railway to the capital, with a population of about 7,000, is a thriving town.

San José, on the river of the same name, is one of the most important provincial towns, with a population of about 13,000, and is connected by the Central Railway with the capital, 60 miles distant. The church is one of the largest and finest in the country, and is notable for its public clock. A statue to Artigas in the Plaza commemorates the peace of April 1872.

HOTEL :—Londres.

Soriano, at the confluence of the Uruguay and Yaguary Rivers, is the port of transhipment for Mercédes, and is regularly used by Montevideo river steamers.

Tacuarembó, in the province of that name, has some 8,000 inhabitants. Products : timber, tobacco, yerba maté. There are caves near by which deserve a visit. The town is 280 miles by rail from the capital on the line to Rivera.

HOTELS :—Central, Español, Internacional.

Treinta y Tres is the terminus of a branch line of the Central Uruguay Railway, 196 miles from Montevideo, and has a population of 7,700. It stands at a little distance from the Olimar River, and is picturesquely placed.

HOTEL :—Oriental.

Trinidad has a population of about 10,000 and is connected by rail with Montevideo (157 miles), via Durazno.

HOTELS :—Comercio, Esperanza.

PHYSICAL FEATURES.

Uruguay, the name of a river before it became also that of the Republic, is a word of manifestly Indian origin. Of the several derivations which have been suggested the best received is that which ascribes it to three Tupi words: "Urú" (= bird); Uá (= hollow); Y (= river); briefly: River of the Birds. The country is still called upon occasion by its former name of Banda Oriental. "La República Oriental del Uruguay" is its official designation.

With its area of 72,180 square miles, Uruguay is the smallest Republic in South America. It is separated from the Brazilian province of Rio Grande do Sul by Lake Mirim, the Santa Ana hills, and the rivers Quarahy, Chuy, and Jaguarao. Its sea-line stretches along the Atlantic for 120 miles, while the shore-line follows the course of the Uruguay River for some 270 miles eastward. That stream is navigable all the year round as far as Salto, where there are rapids. The River Negro and its tributary the Yi cross Uruguay from north-east to south-west. Lesser rivers include the Santa Lucia, Queguay, and Cebollati, but these are navigable only for short distances.

The mountains are of no great altitude, none of the peaks attaining 2,000 ft.; on the west and north they are distinguished as the Cuchilla de Haedo, and on the south and east as the Cuchilla Grande.

The general character of the country is undulating with little woodland except on the banks of the numerous streams. Granite is the primary rock, with sandstone in some localities. The black soil, rich in potash, produces grasses superior even to those of Argentina, and the major part of the land is suitable for arable farming. The **climate** is one of the best and healthiest in the world. Epidemic diseases are rare, and the Atlantic breezes temper the summer heat delightfully. The annual rainfall amounts to 43 in., and the lowest temperature is 35°. There are normally 225 sunny days in the year. The spring months are September to November; the summer, December to February; the autumn, March to May; and the winter, June to August.

GOVERNMENT.

The **Legislature** consists of two Houses, the Senate and the Chamber of Representatives, the former containing 19 senators and the latter members in proportion to the population; one member being chosen for every 12,000 qualified electors for a term

of three years. An electoral college set up by popular vote elects the senators, one for each Department, for a term of six years, one-third retiring every two years. Congress sits from February 15 to June 15 annually, and in the interval a committee of two senators and five representatives administer affairs. The executive is divided between the President, elected by direct popular vote, and holding office for four years, and a National Administrative Council. There is no Vice-President. On March 1, 1919, a new Constitution came into force, which, besides considerably reducing the prerogatives of the President, introduced the ballot. In 1921, the suffrage was accorded to women.

PAST PRESIDENTS.

General F. Rivera was the first occupant of the presidential chair (1830–35), with a second term (1839–46).

The following have occupied office during the present century:—

Juan L. Cuestas	1899
J. Batlle y Ordoñez	1903
Dr. Claudio Williman	1907
J. Batlle y Ordoñez (second term)	1911
Dr. Feliciano Viera	1915
Dr. Baltasar Brum	1919
Ingeniero Don José Serrato	1923

PRESIDENT.

Dr. Juan Campisteguy (1927).

MINISTRY.

Foreign Affairs	Rufino T. Domínguez.
Interior	Eugenio Lagarmilla.
War and Marine	General Manuel Dubra.
Finance	Doctor Javier Mendivil.
Education	Doctor Santin C. Rossi.
Public Works	Engineer Victor Benavídez.
Industry	Doctor Edmundo Castillo.

ADMINISTRATION.

Each of the 19 Departments is governed by a Council, consisting of at least three and not more than seven members, who are elected by direct popular vote for a period of three years. The Departments are autonomous, collecting their own revenue and controlling their own expenditure. Taxes are levied on properties and business houses, according to graduated tables of values.

There are a Supreme **Court,** two Courts of Appeal, and several inferior courts. The judges of the Supreme Court are elected by Congress, and those of other courts are appointed by the Supreme Court. The death sentence has been abolished.

The **language** of the country is Spanish.

The majority of the population are Roman Catholics, but no religion is established by the State, and all beliefs are free.

Elementary education has been free and compulsory since 1877, and the proportion of illiterates is low relatively to most South American countries. A foreigner capable of exercising some industry or practising some science or art, or owning property, or possessing capital invested in the Republic, is eligible for **naturalization**, if married, after three years', and if single, after four years' residence in the country. Naturalization is bestowable upon foreigners by Congress for notable services rendered to the nation.

The **population** was estimated on December 31, 1928, at 1,807,538, equal to 9·43 per square kilometre, with much the greatest density in the Department of Montevideo.

A URUGUAYAN CALENDAR.

1515. Juan Diaz de Solis lands on coast and is killed by the Charrúas.
1518. Ferdinand Magellan visits the coast.
1526. Sebastian Cabot visits Uruguay.
1580. Hernandarias fails to conquer Uruguay. Sends cattle into the country.
1680. Colonia founded by the Portuguese.
1726. Montevideo founded by Zavala, Governor of Buenos Aires.
1729. First Cabildo established at Montevideo.
1776. Uruguay included in the new Vice-Royalty of Buenos Aires.
1811. After Revolution in Buenos Aires, seat of Vice-Royalty transferred to Montevideo.
1814. Montevideo captured by the patriot, General Alvear.
1817. The Portuguese capture Montevideo.
1821. A Uruguayan Congress declares the country incorporated with the Portuguese dominions under the name of the Cisplatine Province.
1825. Disembarkation of the thirty-three Orientals in Uruguay.
1827. Brazilians defeated by Alvear at the Battle of Ituzaingo.
1830. Constitution promulgated. Rivera declared first President.
1843–51. Intervention of the Dictator Manuel Rosas leads to siege of Montevideo.
1863. Civil war. Invasion by General Venancio Flores.
1864. Brazil invades Uruguay. Aguirre elected President.
1865. General Flores becomes President.
1868. The Republic divided into two parties, the Blancos and the Colorados. General Flores assassinated during an insurrection. Construction of the Central Uruguay Railway begun.
1870. Conclusion of the Paraguayan war.
1885. Treaty of Commerce with Great Britain.
1898. Cuestas Dictator. New Council of State appointed.
1901. New port works at Montevideo begun.
1903. Civil war breaks out on the election of José Batlle y Ordoñez as President.
1904. The leader of the rebels, General Saraiva, mortally wounded. Peace restored.
1907. Capital punishment abolished.
1910. Treaty with Argentina concerning the navigation of the River Plate.
1919. Amended Constitution. Uruguay joins the League of Nations.
1921. Introduction of women's suffrage.
1926. First air service to Buenos Aires.
1929. British Economic Mission visits Uruguay.

NATURAL RESOURCES.

The country is given up almost entirely to grazing and the soil is held in exceedingly large estates, owned by often wealthy estancieros and worked by peons.

Livestock constitutes the main wealth of the Republic, and in 1925 cattle numbered 8,431,600 head, sheep 14,443,340, horses

567,150, and pigs 251,250. Dairying and poultry farming are little developed, but the returns show over 4 million head of poultry. Broadly there are half a million more cattle and three million more sheep than in 1916.

The Montevideo and Fray Bentos frigorificos afford the chief outlet for fat cattle, but live cattle are also sent to Argentina for market when prices favour that course.

Marked preference is shown for Hereford cattle, the Durham breed is well known, but demand is comparatively small for Shorthorn pedigree stock.

The Romney Marsh sheep is bought, and the Lincoln breed is popular. Buyers of pedigree sheep pay much attention to the wool-bearing qualities of the animal.

The greatest precautions are taken to prevent disease; travelling inspectors, sanitary police, and district commissioners being appointed, who report cases of sheep scab and other infections and supervise curative measures. A veterinary school has been established, and educational propaganda among breeders is having good effect in the scientific propagation and care of livestock.

Uruguayan wool shipments have been:—

Season.	Bales.	Season.	Bales.
1916–17	63,358	1922–23	88,678
1917–18	62,293	1923–24	93,311
1918–19	113,291	1924–25	89,482
1919–20	104,640	1925–26	113,884
1920–21	110,604	1926–27	130,099
1921–22	99,753	1927–28	132,528

Wool in Montevideo is quoted per 10 kilos, and in the following main varieties. Crossbreds, special fine; medium; and coarse. Merinos, "supras"; "primeras"; and "segundas." The clipping season is September to November.

The area east of Montevideo on the shore of the River Plate, comprising the Departments of Canelones, San José, and Colonia, is generally the most favourable for grain growing and mixed agriculture.

Grain and oil seeds are cropped upon about 642,000 hectares (1,605,000 acres), and latterly the area has been increasing. Wheat, the main crop, was planted on about 1,250,000 acres in 1928–29, maize upon 480,000 acres, and linseed upon 177,500 acres. Oats were grown upon 151,500 acres. The average yield per hectare, officially given as 740 kilos of wheat and 600 kilos of maize, invites more thorough methods of cultivation.

The cereal crops other than maize are harvested from December to January, and for the last named the season is April to May. Grapes ripen about March.

Fruits of excellent quality, including oranges, mandarins, lemons, pears, peaches, grapes, and apples are available, and have been exported to neighbouring countries. The orange groves cover 6,540 acres, principally in Salto, and trial shipments of carefully graded oranges and tangerines have found a ready English market.

Wine is produced, and the vintage is estimated at 8,790,846 gallons.

Skins of various **fur-bearing** animals are collected for market. Nutria skins are exported in such numbers as 50,000 a year. Seals are taken on the coast and these skins are exported also.

Montevideo is the anchorage during the winter months of various **whaling** flotillas owned by British and Scandinavian firms operating in the South Atlantic. Up to 77,000 barrels of whale oil has been secured in a season.

There are a few **gold mines** ; the San Gregorio in Cuñapiru is owned by British interests, and there are other mines in the department of Rivera, which send their mineral for crushing to the stamps at San Gregorio. In the Montevideo department there is the **manganese** mine, Adelaide; and the **talc** mines, Yacimiento N. and Maruja, in the Minas department, are active. Marble and granite are found in Minas, Maldonado, Cerro Largo, and Colonia.

In 1922 **coal** was discovered in the department of Cerro Largo, but its industrial importance has yet to be ascertained. Coal, oil, and firewood are all imported.

Exports :—Live cattle, sheep, and horses are regularly exported and animal products compose the great bulk of the exports. Salted hides, wool, frozen beef, canned beef, chilled beef, jerked beef, fats, frozen mutton, beef extract, sheep skins, offal, preserved tongues, horns and bones, hair and by-products are the chief. Wheat is the chief export crop, followed by linseed and maize. Oranges form a considerable item as does fresh fish. Nutria and seal skins, ostrich and pheasant feathers are regular articles. Flour and alimentary pastes are produced for export, and building stone is sent to neighbouring countries.

	Exports. Actual Value.	Imports. "Official" Value.
1927	96,674,131	81,829,873 pesos
1928	101,203,145	93,729,483 ,,

The values assigned to imports accord with the arbitrary scale upon which duties are levied; the market value is estimated to be 25–30 per cent. higher. (Peso = 4s. approx.)

INTERNAL COMMUNICATIONS.

The **roads** in Uruguay are among the best in South America, and steady progress is being made in this direction. Good roads connect Montevideo with points in the interior, notably with Maldonado, San José, Lavalleja, and Santiago Vazquez. Long-distance motor-buses and lorries ply in certain areas in competition with the trains. There are some 29,000 registered motor vehicles of different classes.

The **railways,** principally in the hands of British companies, all converge upon Montevideo. The Northern system connects at the northern frontier with a line to Santos and Rio de Janeiro.

The North-western system, skirting the Uruguay River, is roughly parallel with lines on the Argentine bank. The North-eastern system taps the north-eastern half of the country. The chief State railway follows approximately the line of the coast eastward from Montevideo to Maldonado, San Carlos, and Rocha.

Proposals have been submitted for the improvement of communications with Argentina. One scheme involves the construction under State guarantee of a new railway from Montevideo up-river to Colonia (111 miles), the building of a pier at that point and the provision of two fast ferry steamers. The alternative of a toll-bar road, Montevideo-Colonia, coupled with a ferry service, is favoured by the Chamber of Deputies.

Other proposals are for State lines from Florida to Sarandí del Yí and to the Brazilian frontier, from Nueva Palmira to La Lata, and from Trientitres to Rio Branco.

INDUSTRIAL DEVELOPMENTS.

The four Uruguayan **frigoríficos** have an estimated capacity of 4,000 cattle and 7,000 sheep carcases per day. In addition there are numerous saladeros producing xarque, or jerked beef, for country consumption and for export to Cuba.

The frigoríficos in 1927 treated 689,451 head of cattle and 1,494,645 sheep.

The **manufacturing industries** in general upon a small scale possess the benefit of a protective tariff, and the range and quantity of their product increases. Among the more important articles of local production are cottons, woven and knitted, jute bags, cordage, flour and biscuits, glass and bottles, cement, leather, boots and leather goods, cigars and cigarettes, disinfectants, wine, beer and spirits.

The manufacture of chemicals has been fostered, and among products on sale are alcohol, sulphate, chloride and carbonate of soda, chloroform, collodions, sulphuric ether and acid, commercial sulphate of iron, benzol, toluol, and naphthaline, nitric acid, hydrochloric acid, caustic soda and ammonia.

PUBLIC DEBT.

	EXTERNAL.	INTERNAL.
March 31, 1929 (in pesos) ..	137,660,917	71,756,555

British investments in Uruguay are computed at some £41 millions; United States investments at about £9 millions.

Labour Laws :—In 1920 the National Administrative Council issued a decree establishing an eight-hour working day for labourers and employees. In 1923 minimum wages of $18.20 a month for agricultural labourers, with food, lodging, and Sunday holidays, were enacted.

A law was promulgated December 10, 1920, enacting that the personnel of all industrial or commercial establishments and

branches are to be allowed one day's rest every six days. Weekly rest is compulsory for drivers of motor-cars and carriages, and domestic servants.

The legal minimum wage for labourers making new roads is pesos 2.50 per day.

CURRENCY AND MEASURES.

Currency :—The monetary unit is a nominally gold peso or dollar. Notes of the Banco de la República Oriental del Uruguay circulate together with silver and nickel small coins, or centesimos. The gold sovereign has a fixed value of $4.70 in Uruguayan pesos and the gold U.S. eagle $9.66.

The par values of the peso are :

Pence	51 1/16
U.S. Dollars	$1.035
Argentine Gold	$1.072
Argentine Paper	$2.436

Land Measures :—Metric units are alone legal, but use of some older terms persists :

Suerte = 2,700 cuadras = 1,992.28 hectares.
Legua = 3,600 cuadras = 2,656.37 hectares.

PUBLIC HOLIDAYS.

January 1 : New Year.
January 6 : Children's Day.
February 28 : Grito de Asencio.
April 19 : Landing of the Thirty-three Uruguayan Patriots.
Easter Week : Week of the Tourists.
May 1 : Labour Day.
May 18 : Battle of Las Piedras (1811).
May 25 : Revolution of May 1810.
June 19 : Artigas Day.
July 4 : Democracy Day.
July 14 : Humanity Day (French National Feast) (1789).
July 18 : Proclamation of the Constitution (1830).
August 25 : National Independence Day (1825).
September 20 : Italian Day.
October 12 : Discovery of America Day (1492).
November 2 : Day of the Dead.
December 8 : Day of the Beaches.
December 25 : Day of the Family.

POSTAL INFORMATION.

Letters, Inland : City, every 20 grammes or fraction, 2 cts. Country, 5 centesimos.

Abroad : South American States, every 20 grammes or fraction, 5 cts. Spain, Brazil, and Venezuela, 5 cts. ; other countries, 8 cts.

Letters despatched via France from the United Kingdom by air-mail require prepayment at 4s. 2d. per half-ounce in addition to the ordinary foreign postage rate.

Telegrams :—Inland, ordinary telegrams, first 10 words, 40 centesimos; every additional word, 3 cts.

There are **wireless** stations at Cerrito, near Montevideo, at Rivera, Lobos Island, Paso de los Toros, and English Bank.

THE PRESS.

MONTEVIDEO: "El Bien Publico," "El Dia," "El Diario del Plata." "El Diario Español," "La Mañana," "Montevideo Times," "El Heraldo." "El Pais," "La Razón," "La Tribuna Popular," "El Imparcial," "Uruguay Weekly News," "Mundo Uruguayo" (weekly), "The Sun" (in English, daily).

BRITISH LEGATION AND CONSULATES IN URUGUAY.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Montevideo ..	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General	Hon. Ernest Stowell Scott, C.M.G., M.V.O.	Republic of Uruguay.
	Secretary	Jocelyn Speck, M.V.O.	
	Naval Attaché ..	Captain St. A. B. Wake, N.R.	
	Air Attaché ..	Wing - Commander E. H. Johnston, O.B.E., D.F.C.	
	(M) Vice-Consul ..	Cyril Andrews ..	
	Vice-Consul ..	Commander P. H. Irwin.	
Paysandú } Salto }	Vice-Consul ..	G. W. Teague ..	

LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (3 Elvaston Place, South Kensington, S.W.7.)	Envoy Extraordinary and Minister Plenipotentiary.	Antonio Bachini.
	First Secretary	Dr. Roberto MacEachen.
London .. .. .. (81 High Holborn, W.C.1)	Consul-General (acting) ..	Dr. Roberto MacEachen.
	Consul	E. Dieste.
Cardiff	Consul	Arturo Prats.
Glasgow	Consul	J. Gonzalez Soto.
Liverpool	Consul	Eduardo Martinez.
Newcastle	Consul	C. G. Wilkinson.
Newport	Consul	Luis Uriarte.
Southampton	Consul	Humberto, Sampognaró.
Swansea	Consul	José Dauber.
Hull	Consul	William Moran Law.
Dundee	Consul	David S. Nicoll.
Middlesbrough	Vice-Consul	Laurence Outhwaite.
Plymouth	Vice-Consul	Sydney Carlile Davis.
Dover	Vice-Consul	F. W. Prescot.

Information for Passengers.

Persons travelling to Uruguay require a passport duly *visé* by a Consul of Uruguay.

Second-class, Intermediate and Third-class passengers require also a certificate of good conduct and fitness for work, issued by a local Government or police authority, and *visé* by a Uruguayan Consul. Specimen certificates are obtainable from the leading steamship companies.

Children not in possession of separate passports must be included on the passport of the parent or guardian. No child under ten years of age is permitted to land if unaccompanied by a parent or guardian.

No person over sixty years of age, other than Uruguayan nationality, may be booked Second, Intermediate, or Third class, unless holding a "Permit to Land," issued by the Uruguayan Immigration Authorities; accompanied by a son in a position to maintain them; or holding documentary evidence that they will be met by such a son on arrival at Montevideo.

Sexagenarians complying are further called upon to produce a passport and a certificate of good conduct and fitness for work, *visé* by a Uruguayan Consul.

The regulations apply to passengers travelling via Uruguay en route to other countries. Persons travelling to Montevideo via Argentina require to obtain an Argentine visa before departure.

All third-class passengers must be vaccinated or produce vaccination certificates *visé* by the Uruguayan Consul at the port of embarkation before being allowed to land.

Should smallpox or suspected smallpox occur during the voyage, all passengers (irrespective of class) landing at Montevideo need to be revaccinated.

Guidance for Commercial Travellers.

Commercial travellers must obtain a licence, costing 100 dollars annually. The licence expires 31st December, and the full annual charge must be paid, regardless of the period at which the licence is taken out. Persons desirous of obtaining a licence must apply in writing, on paper bearing a stamp of 50 centavos, to Dirección General de Impuestos Directos (the Director-General of Direct Taxes) in order to obtain the required licence. Travellers handling jewellery, timepieces and similar classes of goods pay a tax of 500 dollars.

Commercial travellers carrying samples should on arrival in Uruguay declare to the Customs officials the number of packages, description of contents, weight and value. If the samples have been mutilated in such a way as to make them unsaleable and therefore of no commercial value, they are passed without further trouble, otherwise the officials assess the lot and a Custom House Agent is called upon to guarantee payment of the import duty

in the event of any of the samples being left in the country. The commercial traveller in turn must satisfy the Custom House Agent whom he has engaged to conduct the clearing of the samples, and should furnish the Agent with the name of a local bank or business house which may be prepared to back his undertaking.

If during his stay in the Republic the traveller disposes of any of his samples, these must be detailed in the Customs declaration made by the Custom House Agent when his client leaves the country and duties are levied on the goods short shipped.

It is advisable that commercial travellers who may bring samples with them should be provided with several copies of the packing lists of the sample case or cases. If the samples are saleable articles the traveller should engage a Custom House Agent to effect the clearance of the goods and attend to the other formalities mentioned.

FARMING LANDS AND FARMING LIFE IN URUGUAY.

Uruguay, although so near Argentina, is a land of widely different character. Argentine country is mostly flat. In Uruguay one finds rolling, rocky ridges, not very high, sometimes tree crowned. The climates are much the same. Uruguay is in the warm temperate zone, and oranges grow over practically all of the Republic. There is less arable farming than in Argentina. The soil is not so well adapted to the plough and there has been less immigration. It is a land devoted to sheep and cattle fed on native pastures.

The country undulates without being actually hilly. Ledges of rock protrude along the summits of the ridges, sometimes on the slopes, and even on the lowlands. On the high parts are often wide, level areas, free from stone and with a good depth of soil. The rocks are often granites, sometimes sandstones. Layers of soft limestone are found—a chalky substance called "tosca."

The typical Uruguayan estancia is set within a grove of high trees. At or near the gate is a small house, brick or adobe, with a roof often of thatch. This is the home of one of the puesteros, or pasture tenders, whose duty is to look after one of the large potreros, or pastures, and to keep the gate.

Entering the pasture and driving through, one follows a cart track or an avenue of eucalypti. The pasture may be of 100 or even 5,000 acres. Well-managed estancias make rather small enclosures, the better to arrange their stock—from 200 to 500 acres in the main pastures, with smaller paddocks of from 40 to 100 acres, more or less, near the headquarters.

The estancia headquarters gleam white through the trees. There are the galpones, or barns, for shearing and possibly storing the wool; stables for horses and perhaps for cattle; small houses for the peons, or labourers; and last, the house of the estanciero himself, which may be large, but is usually a rambling, roomy, one-story brick building, plastered on the outside, and roofed with tiles. It is probably

surrounded with a garden yielding oranges, peaches, apricots, figs, plums, roses and other flowers, and vegetables.

In ordinary weather, when there is little to do to the sheep, the men employ themselves in perfecting the fences, repairing the houses, getting up the sheep for assorting or culling, or work with the cattle, of which there are always a number on the place. The fences are inspected at short intervals and there is a rigid scrutiny of every sheep for scab disease.

Lambing begins in April, May, or June, and lambs born then get a good start during winter and grow rapidly in August and September, when the spring comes. Other estancieros have all the lambs born in August and September, or sometimes as late as October.

Droughts in Uruguay are possibly less severe than in Argentina, though there is probably little difference in this respect. Locusts come in swarms from the north, settle over the lands, strip trees of their leaves, gardens of their plants, orchards of their fruit; consume even the grass and the very weeds. Few species of trees and plants are untouched by the destroyers. They come at irregular periods, and after a time disappear for another period.

In Uruguay, as in Argentina, the superintendents of estancias are often paid large salaries and are very skilled, intelligent men, often British or American in origin. The peons are native, and the superintendent's salary often equals the combined wages of the peons.

It is customary to furnish food to the labourers on estancias, who are often married men, living in small houses with their families. The food is chiefly mutton, and a man with his family may consume 70 to 100 sheep in a year. The ordinary estancia has at least four peons and a manager.

LA GUAIRA HARBOUR
CORPORATION, LTD.

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La Guaira, which is the chief port of Venezuela, as well as the port of Caracas, the Capital, is the gateway to the most fertile districts of this prosperous country. The harbour, with its splendid dimensions and depth of water, accommodates large and deep draught vessels. There is a strongly built breakwater, warehouses, wharves, jetties, storage accommodation, and all facilities for handling large cargoes of every description.

VENEZUELA

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

The Importance of Lubrication

Lubrication plays an important part in the profitable operation of any power plant. Whether it be the engine of a Model T Ford or a Rolls-Royce; a two-cylinder pump or the huge steam turbines of a central generating plant; an outboard motor-boat engine or a 16-cylinder Diesel; the question of lubrication is an all-important one.

Correct lubrication—so often termed "that tremendous trifle"—explains why some plants are operated at a splendid profit while others just "pay expenses."

The immediate purpose of every engine is the economical production of power. And this purpose is very often defeated by compressor troubles, high consumption of lubricating oil, power losses, excessive maintenance and operating costs, breakdown of machinery—all of which could be overcome by a careful study of the lubrication requirements of the particular engine.

Lubrication today is an exact science which determines the application of the correct grade of lubricant in the proper place, in the best way.

VENEZUELA.

Caracas, the capital, was founded in 1567, and has a population of some 135,000. The city is regularly laid out, with streets at right angles to each other, on the southern slopes of the coast range. The northern part of the city has an altitude of over 2,900 feet; the southern is some 400 feet lower. Although in the torrid zone, the temperature maintains moderate limits, the maximum temperature being 82° Fahr. and the minimum 48°. The town has broad and shady avenues and squares, excellent water supply, a good tramway and telephone service. By rail Caracas is 23 miles from La Guaira, and 112 miles from Valencia. It is conveniently placed for controlling the trade in the principal towns of the north and much of the business with the interior. A very important commercial centre, it has paper, cement, and textile factories, with soap and candle works; its chief products are cacao, coffee, and sugar. It is served by the Central Railway of Venezuela (Caracas to Santa Lucia), the Caracas-La Guaira Railway, and the Gran Ferrocarril de Venezuela (Caracas-Valencia). There are excellent motor roadways.

Points of Interest:—The Pantheon; Government Palaces; Municipal and National Theatres; Cathedral and several churches; University, and Museum.

There are several beautiful squares, the principal being the Plaza Bolívar, with a statue of the Liberator, Simon Bolívar.

Hotels:—Savoy, Palace, Gran de Caracas, Continental, America, Klindt, New, Universal, Myddleton, and several good boarding-houses.

Excursions:—La Vega, Antimano, Sabana Grande, El Valle, and Los Chorros. Motor (1 hour) to La Guaira; to Valencia (6 hours).

Motor-cars cost from Bs. 8 to 20 per hour; horsed conveyances are Bs. 5 or 6 per hour, or Bs. 2 per trip within the city limits. (1 Bolivar = approx. 9½d.)

Rail:—La Guaira and Caracas Railway. See p. 515.

British Legation and Consulate: Quinta Prosperi, Avenida de "El Paraiso."
U.S.A. Consulate: Conde á Carmelitos No. 1.

La Guaira is the principal port, and practically all business for the central part of the Republic passes through it. La Guaira is the shore end of the submarine cable to Florida via Curaçao, Santo Domingo, and Cuba. The breakwater, which has transformed what was once an open roadstead into a commodious harbour, was built by British enterprise. Adjoining La Guaira are Maiquetia and Macuto, the latter of which is the Brighton of Venezuela, and frequented most by people of fashion in the season, November–March. The population of the town and environs is 21,000.

Landing:—Alongside wharf.

Hotels:—Neptuno, Español, Familia; Alemania (at Macuto).

Excursion :—Rail or motor-car to Caracas. The mountain and roadway are among the most wonderful in the world, attaining a height of some 3,300 ft. The road has been shortened and faced with concrete, permitting the journey to Caracas to be made in 40 minutes by a good car. Distance 23 miles.

Maracaibo, upon the western shore of Lake Maracaibo, capital of the flourishing State of Zulia, and of large commercial importance, is distant from Caracas 572 miles by sea. The chief port of coffee export, it is the centre also of the oil industry, with a large foreign population. The harbour has deep water, but the bar is impassable to ships drawing over 11 ft., and transhipment at Curaçao is usually necessary. The mean temperature of 82°F. and average humidity of 95° are most felt at sea level. The suburbs, Bellavista, El Milagro, and Los Haticos occupy higher ground. A new £400,000 pier on the water front has been completed; new Government buildings have been erected, others modernised, and miles of streets in and around the city paved. The city dates from colonial times, has a cathedral and many ecclesiastical institutions, with good parks and electricity. The cost of living is high. Population, 100,000.

Hotels : Zulia, Victoria, Myddleton's (formerly Venecia), Americano.

Steamers of Dutch and American lines connect La Guaira via Curaçao with Maracaibo. There is a service to Encontrados, on the Catatumbo river, and to San Carlos on Escalante river by way of the lake.

Air Service :—Twice weekly across the lake to the La Rosa oilfield.

Puerto Cabello, in the State of Carabobo, stands upon a narrow peninsula 65 miles west of La Guaira, 34 from Valencia, 40 from Tucacas. It has an excellent harbour, a lighthouse, two forts, and good communication with the rest of Venezuela. Chief products : coffee, cacao, copra, woods, hides. Local industries include corn mills, cotton mills, saw mills, marble works, beef packing, and cigarette factories. The ship-repairing facilities are large. Population, 20,000.

The central highway to La Guaira and Caracas presents the opportunity of motor rides of 150 miles through beautiful scenery.

Hotel :—De los Baños.

Rail :—The Puerto Cabello and Valencia Railway gives a direct service with La Guaira; connecting with the Gran F.C. de Venezuela, it brings Caracas within twelve hours' journey.

Amuay, upon the western side of the Paraguaná Peninsula, is the site of a Customs House, temporarily established to meet the needs of the oil companies.

Barcelona, capital of Anzoategui, has a population of about 16,000, and lies on the west bank of the Neveri River, 3 miles from the ocean, and 155 miles east of Caracas. It is connected by rail

with the port of Guanta, 11 miles away, and is a good trading centre. There are coal and salt mines and a large number of livestock in the district. Products: cattle, cotton, sugar, cacao, tobacco. The town is served by the Guanta-Naricual railway.

HOTELS :—Oriental, Nacional, Vesubio.

Barquisimeto, the capital of Lara, has a population of about 25,000, and is the centre of a large and flourishing trade. It is at an altitude of about 1,700 ft., on the Barquisimeto River, 164 miles from Caracas and 90 from Puerto Cabello. The chief products of the district are coffee, cacao, sugar, copper and other minerals, and cattle. Fibre hammocks and bags are manufactured.

HOTELS :—Sucre, Vesubio.

RAIL :—To Tucacas by the Bolívar Railway; connection is made between Tucacas and Puerto Cabello by the Railway Company's steamers.

Carúpano, upon the Paria Peninsula, a port with trade in cacao, coffee, sugar, timber, and horses, has indifferent communication with the interior, although motor-cars can traverse some 10 miles. It has a population of 13,000, and its open roadstead is visited by steamers from Europe and by coasting vessels.

HOTEL :—Victoria.

Ciudad Bolívar, capital of Bolívar State, on the right bank of the Orinoco, and 240 miles from its mouth. Population about 20,000. Formerly known as Angostura, it received its present name in 1819 in honour of General Simon Bolívar. The town is a fairly healthy one, and is situated at the narrows, where the river is about 1 mile wide. The small town of Soledad faces it upon the left bank. There are several buildings of note. The town is the centre of the Orinoco river trade, and a considerable market for the cheaper classes of imported goods. River steamers ply to San Fernando de Apure, and take ten days on the up-stream and six on the down-stream journey. There are steamer connections with Port of Spain (Trinidad).

HOTELS :—Bolívar, Gran, Venezuela, Central, Unión, Manoni.

Coro, near the base of the Paraguaná Peninsula, has La Vela for its port, and is connected therewith by 8 miles of railway. Oil, salt, and coal are found in the vicinity, and goats are bred in large numbers, and trade is done with the island of Curaçao.

HOTELS :—Occidental, Coriano.

Cristóbal Colón, the nearest Venezuelan town to Port of Spain, Trinidad, stands near the point of the Peninsula de Paria. It has a custom house.

Cumaná (Puerto Sucre), some 250 miles east of Caracas, has a long steamer pier and a considerable trade in fruit. Local steamers from Caracas and Carúpano use the port. There was severe damage by earthquake in January 1929. Population, 25,000.

Encontrados, some 40 miles up the Zulia River, is accessible by steamer from Lake Maracaibo. It is the terminus of the Táchira Railway, serving important coffee-growing districts near to the Colombian frontier.

Maracay, the capital of the State of Aragua and the centre of a rich coffee and sugar area, is some 77 miles by rail from Caracas. A good and picturesque motor road has encouraged the visits of tourists in increasing numbers. The town has a population of about 10,000, the altitude is 1,500 feet.

Maturin, the capital of the Orinoco delta State, Monagas, is reached by light-draught boats from the coast. The town is low-lying (240 feet), and has a population of 15,000.

HOTEL :—Maturines.

Mérida, the capital of its State, is in the sierra, 1,600 ft. above sea-level. It is accessible via Lake Maracaibo and the Rio Escalante. Train is taken at Santa Barbara to El Vigia, and thence by mule. There is a good motor highway (360 miles) to Caracas. There are textile mills producing cottons and woollens, and wheat and coffee estates. Population, 16,000.

HOTEL :—Central.

Puerto Salinas, on the western side of the Paraguaná Peninsula, with deep water inshore, has been selected as the site of a new port for the transhipment of oil from the Maracaibo region.

Rubio, near the Colombian frontier, the centre of an important coffee district and a town of 8,000 population, is accessible in one hour by a good motor road from San Antonio, a station upon the Táchira Railway leading to Encontrados.

San Cristóbal, on the plateau near the Colombian frontier, is the capital of Táchira State. It is in trading relations with Cúcuta (Colombia), and stands some 30 miles south of Uraca, the head of the railway from Encontrados.

HOTELS :—Central, Paez.

San Felipe, capital of Yaracuy State, and about 30 miles east of the railway at Aroa, is accessible by motor from Puerto Cabello (50 miles). It has 15,000 population, and stands at an altitude of 800 feet.

San Fernando, on the Apure River, visited regularly by steamers from Ciudad Bolívar, is the centre of the trade in egret feathers and chief town of a large cattle-farming area. Population, 10,000.

Valencia, capital of the State of Carabobo, has a population of about 30,000, and stands on the west bank of Cabriales River, 3 miles from its mouth, near Lake Valencia. It is 34 miles from Puerto Cabello, 56 from Tucacas, and 112 from Caracas. The climate and situation are delightful and attract visitors. The city ranks next to Caracas as a social centre, and is connected therewith by a good

concrete roadway. The atmosphere is that of old Spain, and the interesting cathedral and the public market face each other on the central plaza. The principal products are coffee, cacao, sugar, hides, tobacco, and beans; the industries include cattle-raising, saw mills, foundries, tanneries, and cotton mills.

HOTELS :—Juana de Arco, San Rafael.

RAIL :—Gran F.C. de Venezuela to Caracas; and the Puerto Cabello Railway.

PHYSICAL FEATURES.

Venezuela is bounded on the north by the Caribbean Sea, on the east by British Guiana and Brazil, on the south by Brazil, and on the west by Colombia. The area of the Republic was stated officially in 1923 as 393,976 square miles, or about twice that of Germany. The name Venezuela, signifying "Little Venice," was applied by Spanish navigators, who found in the lake-dwellings of the Indians inhabiting Lake Maracaibo a reminder of the Venetian waterways.

There are three principal chains of mountains. The first, formed by a branch of the Andes where it divides at Pamplona (Colombia), may be called the alpine region, a broad and compact mass with its summits perpetually covered with snow. The second chain, the coast range, intersects the Andes near Barquisimeto, and runs in parallel ridges to the Caribbean Sea. The third is the Parima range, differing from the two others in geological formation. The region of Venezuelan Guiana which it occupies is a convex tableland of an elongated shape running from east to west, in which rise at intervals large mountains separated by plains crossed by the principal rivers of the eight great watersheds of Venezuela.

There are three peaks of over 16,000 feet : La Columna, La Corona (Humboldt Peak), and La Concha; and 22 peaks of 15,000 feet or more, perpetually snowcapped.

The country has 1,059 rivers and streams of varying size, of which 436 are affluents of the Orinoco, 230 discharge into the Caribbean Sea, 124 into the Gulf of Paria, 200 into Lake Maracaibo, and 22 into the Lake of Valencia. The principal navigable rivers are the Orinoco, Apure, Meta, Cauca, Negro, Guárico, Yaracuy, Escalante, Portuguesa, and Zulia-Catatumbo. The total navigable length of the rivers is over 6,000 miles.

The tributaries of the left bank of the Orinoco are the more easily navigable as their course runs in the main through grassy plains; sandbanks in the dry season form the chief impediments. The affluents of the right bank rising in the highlands towards the Brazilian frontier run swiftly through dense forests and are broken by rapids.

There are 71 islands and many rocks and islets. Venezuela has 208 lakes. The coast line exceeds 2,000 miles.

The **Island of Margarita** (Nueva Esparta), the largest island, of 482 square miles, has important pearl fisheries.

Lake Maracaibo, of 8,000 square miles, is joined to the sea by a strait 34 miles in length and 5 to 9 miles wide. The lake is navigable throughout, and is used by ocean-going vessels. The inland Lake Valencia is navigated by small steamers.

Climate :—There are three well-marked zones, varying in temperature according to their height above sea-level, and classified as torrid, temperate, and cold. The torrid zone begins at the coast and extends to an altitude of about 1,750 ft., with a temperature ranging from 78° to 90° Fahr. The temperate zone, from altitudes of 1,750 ft. up to 6,500 ft., has readings from 64° to 77°, and the cold region, above 6,500 ft., from 35° to 38° Fahr. The rainy or winter season on the Llanos lasts from April to October, the dry season from November till March. In the temperate zone the climate is healthy and pleasant, and the seasons are not so definitely marked as in the lowlands.

A VENEZUELAN CALENDAR.

1498. Columbus sights the Venezuelan coast just south of the Windward Islands.
1499. Alonso de Ojeda lands on the Peninsula of Paria.
1520. Cumaná founded.
1529. The city of Maracaibo founded.
1551. City of Barquisimeto founded.
1595. Sir Walter Raleigh sails up the Orinoco River in search of El Dorado.
1617. City of Barcelona founded.
1618. Sir Walter Raleigh again explores Venezuela.
1696. A priests' school established in Caracas.
1764. City of Angostura (now Ciudad Bolívar) founded.
1796. Republican outbreak.
1806. Francisco Miranda leads the patriot expedition from New York to Venezuela.
1811. Independence proclaimed.
1812. Miranda is sent to prison in Spain. Caracas destroyed by earthquake.
1813. Bolívar takes up Army.
1819. Country becomes part of Greater Colombia.
1821. Patriot victory of Carabobo under the leadership of Simon Bolívar.
1830. Venezuela secedes from Greater Colombia.
1841. The introduction of "Schomburg Line" to define the boundaries of Guiana and Venezuela.
1845. Independence recognized by Spain.
1850. New boundary delimitation introduced.
1858. New constitution promulgated.
1876. Renunciation of Papal authority.
1892–4. Civil War.
1896-7. United States commission on boundaries. Arbitration with Britain and the United States.
1897. Diplomatic relations with Great Britain resumed. Anglo-United States-Venezuelan boundary treaty. Abortive revolutionary outbreak.
1899. Conclusion of boundary arbitration between Venezuela and Britain.
1899–1903. Rebellion.
1902. Great Britain and Germany present ultimatum. Blockade of ports.
1903. British and German claims referred to The Hague. Blockade of ports raised.
1904. Decision of the Arbitration Court at The Hague.
1919. Joins the League of Nations.
1922. New constitution adopted.
1925. Air service inaugurated at Maracaibo.
1928. Joins League of Nations.
1929. Insurgents' raid on Curaçoa.

GOVERNMENT.

The present National **Constitution** was sanctioned June 24, 1922, and is based upon popular elective, federal, and representative principles. Each of the twenty States has its separate constitution modelled upon that of the nation.

All legislative power is vested in a Congress consisting of a Senate and a Chamber of Deputies. The Federal executive power vests in the President of the United States of Venezuela, and in his cabinet ministers who are his representatives. The presidential term of office is seven years. Supreme judiciary power is in the hands of the Federal and Cassation Court of three tribunals: Federal, Cassation, and Politic Administration; meeting in the capital under a Chairman, Vice-Chairman, or Chancellor. There are common courts in the several States, and one in the Federal District of Caracas. Most of the laws have been codified, and the Civil Code of 1922 is in force.

PRESIDENTS OF THE REPUBLIC (SINCE 1900).

Gral. Cipriano Castro	1900–09
Gral. Juan Vte. Gómez	1909–15
Doctor V. Márquez Bustillos (Provisional) ..	1915–22
General Juan Vicente Gómez	1922–29

PRESIDENT.

Dr. Juan Bautista Perez.

MINISTRY.

Foreign Affairs	Dr. P. Itriago Chacín.
Home Affairs	Dr. Rubén González.
Finance	Don R. M. Velazco.
Public Works	Don I. L. González Cárdenas.
Education	Dr. Samuel E. Niño.
Development	Dr. José I. Cárdenas.
War	General Tobías Uribe.

Population:—The latest estimate (1926) puts the total population at 3,026,876. The States of Lara (271,369) and Zulia (222,613) are the two most populated areas. The Federal District, inclusive of Caracas, has 195,460 inhabitants.

Fauna:—The animal life of the eastern part of the country resembles that of Northern Brazil, and that of the western half, Colombia. There are some twenty species of monkeys. The carnivores include seven species of felines; one species of canines (*Azarae Rengg*) in addition to European breeds; several species of martens, including the mephitis (mapurite), and three or more species of bear. There are five species of ruminants and even-toed pachyderms. Semi-wild horses and asses found on the plains are descendants of sixteenth-century Spanish importations.

Flora :—Over 6,800 species of plants have been identified, including 700 orchids, 300 grasses, and 130 palms. Each of the three climatic belts has its own vegetation ranging from the tropical growths. Dry forest, with dividivi, logwood, and cacti, is characteristic of the north-west coastal region. Deciduous forest with rubber, balatá, chicle, balsam, and cusparia trees occupies about two-thirds of the forest area. The districts of more continuous rainfall produce giant palms, greenheart, shrubby undergrowth, and epiphytic growths. Grasses and herbaceous plants cover the Andine and coastal mountain ranges at high altitudes. In the intermediate "tierra templada" pines, laurels, ferns, and mosses flourish, and here coffee is planted.

NATURAL RESOURCES.

The greater part of the population is engaged in agricultural pursuits, principally the cultivation of coffee, cocoa, and sugar, and cattle raising. Coffee and cacao constitute about three-fourths of the exports of the country. The agricultural region covers 300,000 square kilometres. Scientific methods of cultivation are taught at the new agricultural stations established in each of the twenty State capitals.

The chief **coffee** growing centres are Rubio, Santa Ana, San Cristóbal, Tariba, and Colón (Táchira State), Merida, La Azulita and Tovar (Merida State); Bocono (Trujillo State), El Tocuyo, Duaca, Parupano (Lara State); Nirgua, Guama, and San Felipe (Yaracuy State), Güigüe, Las Trincheras and Chirgua (Carabobo State); La Victoria and Cagua (Aragua State); Los Mariches, Guarenas and Guatire (Miranda State); and the littoral of La Guaira.

A "tablon" (6,987 square metres) yields some 500 kilos of coffee and holds generally 1,100 trees. There are some 33,000 plantations representing an investment of about £3,500,000. The average crop is some 940,000 bags (60 kilos).

Picking begins in October and is heaviest December–February. The bulk of the supply is exported to Europe, and in 1928, a year of low yield, the export was 533,000 bags (60 kilos).

Cacao of high quality is the second crop in importance, and finds its principal market in the United States. Like coffee, it is grown chiefly to the north-west of Caracas and in the Maracaibo region. The average crop is 38½ million lb., and that of 1927 exceeded 30 million lb. Most of the crop is picked in December and January.

Sugar, although exported in fair quantity, is produced principally for home consumption, and might be grown upon a much larger scale. The 600 sugar estates have a capital value of about £2,000,000, and produce about 60,000 tons.

Tobacco, the fourth crop in importance, is produced in quantities of about 3,000 tons a year.

Large areas of land are suitable for **cotton** growing, and fibre of especially good quality has been grown in the States of Aragua and

Carabobo. The crop is consumed by the mills in Valencia, Caracas, Maracay, and Cumaná, and is picked in November–December.

The growing of **foodstuffs** in the western part of the country has suffered from the development of the Maracaibo oilfields, which have attracted large numbers from agricultural pursuits, with effect upon the prices realizable for vegetables.

Approximately one-third of the area of the country is good for **stock raising.** The extensive plains, the Llanos, watered by the Orinoco and its tributaries, are well suited for raising cattle, but the pasture is decidedly inferior to that of the Argentine Pampas. A British concern, which owns large areas of land in the State of Apure, has imported numbers of pedigree Shorthorn bulls and some rams, with a view to improving native breeds. The total head of cattle in Venezuela may be estimated at about 3,000,000.

About two million goats and sheep range the plains and plateaux, and goat skins are exported in considerable numbers. A recent estimate of the distribution of capital in Venezuela gives £14,000,000 engaged in agriculture and stock raising, £14,000,000 in industry, and £16,000,000 in trade.

The export of hides and skins has averaged 3,200 tons during four recent years.

The **forests** extend over nearly half the Republic, and their resources have barely been tapped. Six hundred species of wood have been identified. Dividivi pods for tanning, fustic and indigo for dyeing, rubber plants and the cabinet woods, including mahogany, are of present commercial importance.

The petroleum companies consume local as well as imported timber, and one of them has acquired rights over 50,000 acres of forest land in Monagas State.

Balatá gum, the most important article of forest produce for export, represents a value of about £200,000 per annum.

The **coconut** crop is increasing, and oil is extracted from the nut at Cumaná.

Tonka bean and **chicle** exports have been stimulated by the recent height of prices.

The centre of the trade in **egret feathers** is San Fernando de Apure. The business has diminished in consequence of the restrictions placed upon the trade.

The law of 1917 restricts the gathering of egret feathers. They may only be taken from the heron roosts, or garceros, during the moulting season (July to November inclusive). The killing of herons for the sake of the feathers is forbidden.

There are **pearl fisheries** in the neighbourhood of the island of Margarita, under Government control. Fishing is allowed during the first seven months of the year and no one is allowed to fish without a Government licence. Pearls to the value of about Bs. 1,000,000 are exported annually.

MINERAL WEALTH.

Oil.—The oilfields are computed to cover 27,000 square miles, and their rapid development is indicated by the following statistics of production. It will be noticed that the output for 1928 represented an increase of about 60 per cent. over that of 1927:

1923	..	..	..	4,059,000 barrels
1924	..	..	..	8,754,000 ,,
1925	..	..	..	19,022,200 ,,
1926	..	..	..	37,000,000 ,,
1927	..	..	..	64,000,000 ,,
1928	..	..	..	106,500,000 ,,

Venezuela now stands next to the United States as the second largest oil-producing country in the world. The basin of Lake Maracaibo has proved the most prolific South American source of oil and one of the chief producing areas in the world. The district east of the lake, including the La Rosa, Mene Grande, El Mene, and Ambrosio fields, has been the most fertile. On the western side, close to the city of Maracaibo, are the La Paz and Concepción fields. The Rio de Oro and Tarra fields, west and south of the lake, are less developed, and so are the proved resources of the Falcón field on the northern coast. The oils vary in grade from heavy to light, and are exported chiefly in the crude state in shallow tank steamships. Constructional work in the laying of pipe lines has been carried on actively. Much of the drilling in the La Rosa field has been done under water on the lake shore.

Deep-water stations for the transfer of oil to ocean steamers have been opened on Paraguaná Peninsula and Aruba Island, so presenting economies over transhipment at Curaçao.

Asphalt is exported by an American company from wells at Guanoco, where there is an asphalt lake of 1,000 acres. Other deposits are found on the shores of Lake Maracaibo.

Gold mining in the Ciudad Bolívar region, where El Callao mine gave extraordinary results under relatively uneconomical methods of working in the last century, is carried on with the aid of new capital. An average of 12·37 dwts. per ton is reported on one property. Individual mines are recorded to have produced 40 dwts. per ton. The total yield during 1927 is returned at 51,472 oz.

Coal of good quality is got at Naricual from State coal mines, equipped with briquetting plants, and at Capiricual and Toporoco, points favourable for shipment from the ports of Guanta and Coro.

Copper has been mined and smelted at Aroa by an American company, and the reopening of this plant is projected, following a suspension of operations in 1927.

Magnesite deposits upon Margarita Island, 200 miles north of La Guaira, are worked upon American account, and are of exceptional purity.

INTERNAL COMMUNICATIONS.

The Orinoco and its tributaries are navigable during the rainy season some way into Colombia. Navigation is restricted to boats flying the Venezuelan flag and owned by Venezuelans. The waterway is practically a monopoly of the Compañia Venezolana de Navegación. Limited accommodation for passengers is provided.

The 650 miles of **railway** give access from the coast to the highlands, but there are no lines in the central districts. The railways represent a capital investment of some Bs. 201,000,000; of this approximately Bs. 90,000,000 is British, Bs. 79,000,000 German, and Bs. 28,500,000 native.

The La Guaira and Caracas Railway connects La Guaira, the chief port of Venezuela, with Caracas, the capital city—remarkable alike for its mild climate and its interesting remains of the Spanish occupation. The return journey from the coast to the capital is accomplished easily in course of one day's excursion, and good meals are to be had in the Caracas restaurants. The line has been electrified, the single journey occupies 1¼ hours, and the first-class return fare of 8 bolivares represents 9s. 6d.

Trains leave La Guaira at 7, 8, 9 and 11 a.m., and 1, 3, and 5.30 p.m., and there are return trains from Caracas at 6, 7, 8, 9, and 11 a.m., and 1, 3, and 5.30 p.m.

The line crosses mountains which rise abruptly to a height of 9,000 ft. Passengers enjoy magnificent mountain scenery, and no traveller fails to appreciate the infinite variety of scenery or to remark on the marvellous contrasts of sea and mountain. One would need to travel far to find, within an equal distance, so much to excite wonder, interest, and admiration. An enumeration of the famous railways of the world would be incomplete which failed to include the line from La Guaira to Caracas.

The line can be used in conjunction with the Puerto Cabello and Valencia Railway in course of a trip through the interesting coffee districts. Departing from Caracas at 8 a.m., one arrives at Puerto Cabello at 3 p.m., where, in some instances, the ship may be rejoined. Motor roads radiate from Caracas, and trips of 11 km. to Petare or 8 km. to Antimano are to be recommended. Golf can be had on an 18-hole course at Blandin (8 km. from Caracas), or on a 9-hole course at the Country Club, Paraiso.

Large improvements have been made in the **roads** to befit them for motor traffic. The Transandine highway from Caracas to San Cristobal has been continued to Cucuta, in Colombia, and is open all the way. Concrete surfaces are being laid upon other highways, and bridges are being built. The Central (La Guaira-Puerto Cabello), the Western (to the Colombian frontier), and the Eastern highway (Villa de Cura to Soledad, Orinoco River) are the chief of these undertakings. The total length of the national highways is given as 5,000 kilometres.

There are many motor-cars in the country and some motor lorries. Carts, mules, and donkeys are extensively used, even in competition with the railways. During the rains (May to October), when trade by cart over the Llanos of the Guarico and Orinoco is impossible, owners bring in their vehicles to Caracas and other places served by railways.

INDUSTRIAL DEVELOPMENT.

Manufacturing Industry :—The capital invested in manufacturing industries is computed at £14,000,000. Electric power and light are available in most of the large towns. The waterfalls near Caracas have an estimated capacity of 15,000 h.p. Seven cotton mills represent a capital investment of £400,000. There are three large cigarette factories, two paper mills, three breweries, several tanneries, and a number of chocolate factories. Glass, matches, and rope are made for local use.

British Capital :—The amount of British capital invested in Venezuela, and quoted on the London Stock Exchange, was estimated at the end of 1928 at £20,372,176, as against £9,111,000 in 1924.

Foreign Trade :—A large expansion of trade has accompanied the development of the oil industry. Statistics are given for the latest available year :

	EXPORTS.	IMPORTS.
1928 ..	£20,332,328 ..	£14,338,322
1926 ..	£15,659,525 ..	£14,554,172
1924 ..	£8,454,900 ..	£8,551,500

The principal articles of export are stated below in the order of their importance : Petroleum, coffee, cacao, gold, balatá, hides and skins, sugar, asphalt, corn, pearls, dividivi, copper ore, fertilizers, tonka beans, tobacco leaf, cebadilla.

PUBLIC DEBT.

	EXTERNAL.	INTERNAL.
December 31, 1928	£1,024,200	36,239,440 bolivares.

Immigration :—All aliens competent in any trade, industry, or profession coming to take permanent residence are ranked as immigrants. Persons not of European races, islanders of the yellow race of the Northern Hemisphere, persons aged over sixty and coming alone, individuals of bad habits or suffering from specified defects are ineligible for admission. Labour contracts of four years for farm hands and two years for artisans are recognized, and under certain conditions families may be lodged free for one year. Immigrants on becoming naturalized are exempt from military service, except in international wars, and are not required to take up arms against their native country.

CURRENCY, WEIGHTS, AND MEASURES.

The monetary unit is the gold **bolívar,** of which the par value is 9½d. or 0.193 U.S. dollars, divided into 100 centimos. The gold coins are Bs. 20 and Bs. 100 (or pachanos). The silver in circulation includes Bs. 5, 2½, 2, 1, with reales (=50 centimos), and medios (=25 centimos). There are nickel lochas (12½ centimos), and nickel centavos (=5 centimos). In addition, there is a note circulation, also based on gold.

The circulation of foreign bank-notes is prohibited; such notes introduced by travellers should be declared at the Customs and can only be exchanged at an establishment holding a Government licence for such operations, on production of a certificate issued by the Customs Authority at the port of entry.

Metric **measures and weights** have been adopted by law and have now almost universally replaced the old Spanish measures and weights: Leguas (leagues), varas (yards), fanegas (bushels), arrobas (twenty-five pounds, equal to 11·502 kilograms), libras (sixteen onzas) and onzas (ounces).

PUBLIC HOLIDAYS.

The feast days of the Roman Catholic Church are unofficially observed. In addition, the following are legal holidays:—

January 1: New Year's Day.
April 19: First Movement for Independence.
June 24: Battle of Carabobo.
July 5: Independence Day.
July 24: Bolívar Day.
December 19: National Holiday.
December 25: Christmas Day.

PRESS.

CARACAS:—"Nuevo Diario," "El Universal," "El Herando," "El Sol," "Billiken," "Venezuela," "La Esfera."

LA GUAIRA:—"El Heraldo," "El Diario de la Guaira."

MARACAIBO:—"El Ciudadano," "Revista Mercantil," "Excelsior," "El País."

POSTS AND TELEGRAPHS.

Postal Rates:—Minimum for foreign letters, 50 centimos; for inland letters, 25 centimos.

Telegrams:—10 words, 1 bolívar; 20 words, 1.50 bolívars. Double on Sundays, holidays, and at night (7 p.m. to 6 a.m.).

There are **wireless** stations at Caracas, La Guaira, San Cristóbal, Porlamar, Maracay, Puerto Cabello, and Maracaibo.

A Caracas company provides a daily entertainment by **broadcasting.**

Information for Passengers.

Travellers must be in possession of a certificate of good conduct and a vaccination certificate not older than seven years duly *visé* by a Venezuelan Consular Agent or Legation. Every foreigner arriving in Venezuela must deposit with a duly appointed official the sum of 100 Bolivares, which is returned to him on leaving the country.

VENEZUELAN LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (50 Pall Mall, S.W.1.)	Envoy Extraordinary and Minister Plenipotentiary.	Dr. Diógenes Escalante.
	First Secretary	Julio F. Mendez.
	Second Secretary	Dr. Oscar Aguilar.
	Commercial Attaché	Dr. B. Arroyo Lameda.
London .. .. .. (89 Great Russell Street, W.C.1.)	Consul	Dr. A. Marcucci Delgado.
	Hon. Vice-Consul	C. Gurtubay.
Birmingham	Hon. Consul	John E. Newell.
Cardiff	Hon. Consul	David R. Ellis.
Glasgow	Hon. Consul	E. Radonicich.
Hull	Hon. Consul	Sir Erik Ohlson.
Leith	Hon. Vice-Consul	W. B. Melrose.
Liverpool	Consul-General	Segundo Antonio Mendoza.
	Hon. Vice-Consul	Y. M. Arendaño Losada.
Southampton	Consul	Dr. Lope Tejera.
Grimsby	Hon. Consul	B. E. A. Cleve.

BRITISH LEGATION AND CONSULATES IN VENEZUELA.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.
Caracas	Envoy Extraordinary and Minister Plenipotentiary	W. E. O'Reilly.
	Archivist	R. J. Kirwin.
	(L) Consul	H. E. Beard.
Bolivar	Vice-Consul (Acting) ..	A. C. Robertson.
Carupano	Consular Agent	Albert Franceschi.
La Guaira	Vice-Consul	M. Brewer.
Maracaibo	Vice-Consul	Lt.-Col. A. H. Seagrim.
Puerto Cabello	Vice-Consul	H. F. Worth.
San Fernando de Apure ..	Vice-Consul	J. A. Eaton Kent.
Aruba (W. Indies)	Vice-Consul	Capt. R. Rodger.
Willemstad (Curaçao) ..	Vice-Consul	D. O. Powell.

Guidance for Commercial Travellers.

Commercial travellers are well advised to call upon the nearest Venezuelan Consul in order to be placed in full possession of knowledge of the details of consular invoice routine and the Custom House regulations.

It should be noted that goods imported among baggage are liable to a surtax of 20 per cent. in addition to duty.

The possession of a selling licence is not always insisted upon, but in any case the cost is not exorbitant. Commercial travellers are not subject to income tax in respect of the sales they effect.

Trunks, portmanteaux, or other cases containing samples are subject to duty on the trunks and on the excess of 25 kilos weight of samples, and there is no provision for refund. It is understood that in practice plain wooden cases are not considered dutiable.

Duty payable on samples can be covered by deposit or bond for refund on re-exportation within one year. Consular invoices are required for clearance, and must be complete in accordance with the regulations.

Sport in South America

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

QUICK CLEARANCE

A safe, land-locked all-year port at Vancouver efficiently serves shippers exporting goods to Western Canadian and American markets. No longer an experiment, but a proven route which is saving shippers money every year. Growth in tonnage through the Port of Vancouver demonstrates that this route is better. Are you shipping your goods "Via Vancouver?"

PORT OF VANCOUVER

Vancouver Harbour Commissioners

Vancouver, British Columbia

SPORT IN SOUTH AMERICA.

Shooting on the Pampas.

The so-called partridge of the Pampas is a species of francolin (*Nothura maculosa*) existing in very large numbers. When disturbed the birds run, uttering a shrill piping note, and allow the gun to come within easy range before taking flight, which is seldom of more than three or four hundred yards. After being flushed for the second time they refuse to rise again, hiding in the long grass until pushed out or even seized by a dog. A common device of the natives is to ride them down and catch them with a noose at the end of a pole. A party of five guns without dogs has been known to kill over a hundred brace in a morning.

Another bird, larger, more succulent, and even more stupid, is the martinetta (*Rhynchotus rufescus*), generally called a partridge in the Chaco and other parts of Argentina; a big lumbering bird about the size, and something of the shape, of a hen pheasant.

There is good snipe shooting throughout the winter in the "camp," wherever low-banked *canadas* make marsh lands in the little valleys. When flushed, the birds circle round and about their feeding-grounds, making their curious drumming sound as they come up against the wind. A number of snipe breed in the country, and two or three species of duck are permanent residents.

Wild-fowl shooting is good throughout the winter wherever there is marshy ground with reed-beds, and very pleasant sport it is in the bright sunshine of a June day with the air crisp and nipping after a morning frost, and the south wind blowing. Teal and spoonbill are commonest, and the mallard is fairly plentiful.

The birds of prey are formidable, and include eagles and harriers, kites and owls, carrion-feeding carancho (*Polyborus thraus*) and cuervos (*Catharies aura*). One of the carancho's favourite devices is to pick the eyes out of sick or wounded sheep. The reputation of the cuervo is as evil as his vulture-like appearance. There are neither crows nor rooks.

A bird of very brilliant plumage is the bien-te-veo—one of the noisiest members of the *Tyrannidæ* family—and his incessant call, like that of the teru-teru, becomes associated in mind with the daily life of the "camp." Wood-pigeons murmur at dawn in the eucalyptus trees. *Paloma grande*, the biggest species of pigeon, affords good flight shooting towards sunset, when the birds make for their roosting places along the river. A smaller species occurs in vast numbers wherever cultivation provides them with food. When the thistle seed ripens they descend upon it in great flocks. There are two humming-birds, great green woodpeckers, and bands of green parrots.

Ostriches, or rhea birds, are shot by estancieros for the protection of crops, but their destruction is not regarded as a sport, and is necessitated by their large capacity for damage to fields of grain.

Guanaco Hunting :—At points in the Cordillera of the Andes chase is given to the guanaco, and for this sport Puente del Inca, upon the Transandine Railway from Buenos Aires, makes a good starting point. Mules are used for mounts, and for dogs a cross borzoi is recommended. Zest is lent to the sport by the intoxicating qualities of the air at such altitudes as 8,000 to 13,000 feet, and by the wild scenery.

Guanaco graze in herds, often of 60 to 70 in number, and they are to be killed with the rifle at ranges of 100 or 200 yards, or by riding them down with the "boladeros" and lasso. Skill is required to wrap the "boladeros" round the neck and forelegs of the animal. They are three-tailed weighted thongs, knotted in the centre, and are loosed upon the prey after being whirled above the head sufficiently to acquire momentum. The lasso is used to bring down the guanaco if the attempt with the "boladeros" is only partially successful. It involves gross cruelty to allow the animal to escape with the thongs and weight wrapped round him.

The meat of the guanaco is palatable, and is eaten upon these expeditions in company with Cordillera bread, made with currants, raisins, and suet. Mr. R. Davies, in an account of guanaco hunting in the Uspallata country, recommends the taking of two sound and well-shod mules per man, apart from baggage animals, and a couple of Chilean peones. Mendoza native saddles, made with sheepskins and blankets, are prescribed. Thick woollen underclothes, a thick poncho, and sleeping helmet are needed. Soft-nosed bullets and ·303 and ·44 rifles should be taken. High winds are to be expected.

Mr. Davies, an experienced hunter, writes in "The British Magazine" (Buenos Aires) :

"The guanaco come down to the valleys in the daytime, returning to the heights at night to sleep. One can get a better shot at them from above, as they seem to look downwards more than upwards. Their sight is very keen, and they often see you long before you spot them."

Shooting in British Guiana :—The waters of British Guiana offer good sport with the gun. There are two small varieties of alligator on the coast, and the large alligator, or cayman, infests the upper reaches of the Essequebo. Duck, plover, pigeon, snipe, and spurwing are found on the coast. The largest birds are the jabiru and the harpy; the most plentiful are the gaily plumed birds of the interior.

The following are protected only during the close season (from April 1 to September) : The bittern, curlew, douraquara, dove (not being ground dove), ibis, hannaqua, maroudi, maam, negro cop or jabiru, plover, parrot, powis, pigeon, quail, spurwing, and trumpet-bird; the curri-curri from January 1 to July 1. Anyone killing or wounding these birds during the close season is liable to the penalty of £5 per bird.

The sportsman has a choice between the rivers and the dense forests. By day he has little choice of marking quarry in the forest, but at night many animals come out to seek food and drink, and

at sunrise make their way back to their lairs. The largest animals are the tapir and the manatee: the first amphibious, and the latter aquatic. Other game animals are peccaries, deer, and various cavies. Baboons and monkeys are plentiful, and tigers varying in size from the cat to the jaguar are fairly common.

Sporting Guns :—"For use in Southern Argentina, Chile, and the River Plate country in general, 12- and 16-bore calibres are favourites," write Messrs. W. W. Greener, Ltd., the well-known Birmingham gun makers, out of the fruits of long experience. The usual light-weight 16-bore, made with swivels for carrying by a sling in the continental manner, is in popular use, and ammunition of this size is easily procurable. Twelve-bores are used for pigeon shooting by the better-class sportsmen.

In the Brazils a different type of gun is popular, hammerless and with hammers—the latter preferred. Small calibres such as 24-, 28-, and 32-bore are sought, and this because of the climate which makes a light gun a necessity, and because of the relative scarcity of big game. The 28- and 32-bores are the more general sizes. Hammerless and ejector guns are occasionally demanded by the better-class buyers. These small guns have to be properly proportioned to be satisfactory, and the cheapest ones are not recommended. A hammer-gun costing from £15 to £25 is the cheapest that should be taken.

In the zone north of the Amazons the weapons more generally used are of the European sporting sizes such as 12- and 16-bore. The natives employ muzzle-loaders of small calibre, and these weapons have almost superseded the blowpipe except against the very smallest of birds.

Rifles are little used except by people going upon expeditions into the interior, and then a good shotgun with ball cartridges suitably loaded is regarded as more to the purpose.

Angling in Argentina :—The Dorado Club, Buenos Aires (Mr. E. F. Bideleux, Chacabuco 488, hon. secy.), exists for anglers, and issues periodically a little "Fishing Guide." In the eighth number the Editor writes :—

"In Argentina we have a splendid climate. Farther north, where the dorado fishing *par excellence* is to be had, the summer weather is pretty hot, and one needs to be physically fit to enjoy it. Under such conditions the sport is magnificent, and the fight of a dorado is not to be excelled by any game fish of equal weight. The dorado is caught by spinning with a spoon either from the bank or boat, or frequently, wading, and the latter is not for the timid or weakling. A live or dead natural bait is often successful, and my experience is that it need not always spin, though I always used a good swivel to prevent tangling up.

"In the riachos of the delta, in the Tigre district, occasional dorados are caught with the rod, but the days of failure preponderate. The dorado likes rapid and fairly clear water, and a rocky or sandy

bottom, and these conditions are rare in the delta. Bogas give fine sport and frequently leap from the water when hooked, trying in every way to humbug the unwary angler. They are most sporting fishes. Many of us prefer a good day with bogas to the uncertainty of getting a medium-sized dorado, for those caught down here with a rod do not run big. Of course, to get the best sport with a boga, one should use a trout-rod and fine tackle.

"Rainbow and brook trout were introduced into certain rivers in the south of this country and also in some of the rivers of Tucumán. In the former they have done splendidly both in rivers and lakes. Unfortunately, all the places where trout have been introduced are far from Buenos Aires."

The species of principal interest to the angler are thus stated by Mr. Bideleux somewhat in the order of their importance :

Dorado—*Salminus maxillosus* (or *brevidens*).
Salmón—*Brycon orbignyanus*.
Pacú—Sub-family *Mylinæ*.
Piranha Pirai or Palometa—Sub-family *Serrasalmonidæ*.
Boga—*Anostomatinæ* or *Leporinus obtusidens*.
Dentudo and Mojarra (*Tetragonopterus argenteus*)—Sub-family *Characinæ*.
Catfish or Bagres—Numerous varieties.
Trucha Criolla—*Precicthys trucha* (in Southern waters only).

In the north, in the swift, clear, and warm waters of the Alto Paraná, dorado fishing is at its best, and other large fish can be taken on stout equipment. The "salmón," very much of salmon shape, but with much larger scales, although less active than the dorado, is a strong fighter. The tararira, in its strong teeth and behaviour, resembles the pike. The pacú, a deep-bodied fish taken upon vegetable baits as well as on decomposing meat or fish, is able to break even stout wire with its blunt, strong teeth. The manguruyú and surubí, sorts of catfish, are known to attain such weights as 200 lb. Rayas, or ray fish, are also present in these waters. The piranha, which is so much a pest to bathers in Brazilian rivers, is scarce. Perhaps the commonest small fish is the mojarra, valued for bait as well as for the table.

Southern Chilean Waters :—A Chilean law of 1925 makes licences obligatory for waters stocked by the Government. The licence fee for any one Department is 20 chilenos. For $50 licences can be had which confer the right to fish in all Chilean waters. The Servicio de Pesca Maritima y Fluvial, Casilla 4742, Santiago, is the licensing authority. Property owners are bound to give free access to the water's edge. Dynamiting, poisoning, and the like are prohibited in trout and salmon rivers, but complaints of malpractices are rife.

The swift Cautín and Malleco Rivers afford the best trout fishing. The Quepe has long stretches of slow water, and the Toltén, in its lower reaches, tends to be turbid. Imported rainbow and brown trout have flourished in Southern Chilean waters, somewhat at the expense of the native trout or "peladillo," a species formerly abundant in the Pelal River, south of Temuco.

Fishing in British Guiana :—Especially good sport is to be had on the Essequebo and Mazaruni Rivers from August and October, when the waters are low. Lukanani, belonging to the perch family, abound. Capital lukanani fishing can be had about the same season on the Lamaha Canal, near Georgetown. Fly, minnow, and spoon baits are all used.

Tarpon-fishing, for which many anglers make special expeditions to Florida, can be enjoyed in British Guiana, where the fish is known as "cuffum." There are big fish and good sport on the east of Demerara and in the Canje Creek, a tributary of the Berbice; cuffum haunt the mouths of the large creeks where fresh and salt water meet. Specially strong line is necessary, and live or spoon bait.

The arapaima, one of the largest fresh-water fish in the world, is common in the Rupununi and higher Essequebo. There are reports current of specimens 15 ft. long and weighing over 400 lb. The fish is often harpooned by the Indians, but it takes the hook readily.

Tarpon at Panamá.—The game qualities and large size of the tarpon encountered in the Gulf of Mexico and adjacent waters have long been famous. Opportunity of shore fishing for the species is afforded in Panamá at the Gatun spillway upon the Chagres River, where a club-house has been provided. Tarpon are attracted to the spot by the large amount of fish food occurring as a consequence of the damming of the river and the creation of a great freshwater lake. Live bait is principally used, although the fish are to be taken also upon dark-coloured fly. Spoon baits are of use in the lower river. Steel or other strong rods are employed, with strong lines. Tackle and shoes can be borrowed by members of the Panamá Canal Tarpon Club. The difficulty is not to hook the Silver King tarpon, which are seen leaping in the torrent in abundance, but to land them, a difficulty aggravated by the fact that the fish weigh up to 100 lb. Snook, jack, bass, and red snappers of considerable size are to be caught at the spillway, where capital sport is to be enjoyed.

Anglers' Outfits :—The type of rod most useful in trout and general river fishing is such as would be used for fly and for spinning in English waters. Messrs. Hardy Bros., the well-known fishing-rod makers, recommend fly rods 10 ft. or 10 ft. 6 in. in length and in three joints, for convenience in travelling.

The reel should be of contracted form to carry as much line as possible, and give a quick recovery when winding-in the line: the more so, because one hardly knows exactly what fish may be hooked in some of the waters.

The usual patterns of flies are satisfactory, but an assortment of gaudily-dressed flies, with silver bodies and bright-coloured feathers, should be taken.

In spinning for trout, a rod 8 ft. or 8 ft. 6 in. in length is preferable. The " Victor " casting type, fitted with a " Silex " casting

reel and a suitable line, is good. Artificial baits are generally the most successful, but if natural baits are used, then spinners of the "Crocodile" pattern are necessary.

A valuable chapter upon tackle and outfit for dorado fishing in tropical waters is contained in "The Golden River," by J. W. Hills and Ianthe Dunbar (Philip Allan, 10s. 6d.). A strong rod of about 10½ ft. is recommended; a short rod having advantages in travelling. Cuttyhunk is recommended in place of dressed line under tropical conditions. Steel piano wire and a number of swivels should be carried for making strong traces; copper spoons, 2¾ in. long, proved the most effective baits, and were weighted with half-ounce bullets.

Good flax line, in place of any kind of silk line, has its advocates for tropical service.

THE BULL-FIGHT IN PERU.

In Lima the temporado de toros (season for bull-fighting) is during the hottest weather, from Christmas to Easter. There are bull-fights almost all the year round, but it is during the summer that famous bull-fighters from Spain are engaged, often at salaries as high as those of the stars of the music-hall or cinema.

Peru is not noted for its punctuality, but a bull-fight begins promptly at the hour named. The bugle sounds, the big doors on the right are thrown open, and the cuadrilla of bull-fighters, in their gaily-coloured, bejewelled costumes, advance down the centre of the arena in line, the capa in their hands, accompanied by the picadores carrying long wooden lances with steel points, and mounted on blindfolded hacks. Applause breaks out as they enter, and then falls a hush of expectancy as they take up their positions round the ring near the little wooden shelters behind which they can retreat if necessary from the bull's onslaught.

Again the bugle blows and a large iron door on the left is thrown open. Immediately a black-and-white bull dashes into the ring, stops and gazes about in uncertainty for a moment till the flick of a cape in the hands of a bull-fighter catches its eye. Head down it makes a dash for the man, who deftly eludes its charge, and as another bull-fighter catches the bull's eye by waving his cloak the performance is repeated. In this way the bull is kept running round the ring two or three times to exhaust its breath. Then one of the toreros draws the bull by flicking his cape, finally twisting it round the bull's head. When the infuriated beast is so bewildered that it hesitates, the man, with a last flick of his cape, turns his back on it, and walks with exaggerated carelessness back to the sides of the ring amidst a prolonged tribute from the audience.

A picador, his lance outstretched before him, legs and body protected by leather, and mounted on an old broken-down cab-horse bandaged over the left eye, is pushed by certain attendants, told

off for the purpose, in the direction of the bull, always carefully keeping the horse's blinded eye on the side facing the animal. The bull paws the ground in doubt: and, lowering its head and exposing its neck to the thrust of the lance, it hurtles full against the blind flank of the unfortunate horse, goring it with its horns and lifting it and the rider into the air, to receive the help of attendants, while the bull's attention is drawn elsewhere by the waving of capes.

The sound of the bugle announces the commencement of another suerte, the banderillas. The bull-fighter holds above his head a pair of steel-tipped wooden darts covered with coloured crinkled paper. The remainder of the men run to the side of the ring, and the main performer, standing well out in the open, brandishes his darts, shouts, and stamps his feet. The bull lowers its head, sets its cumbrous body in motion, and the bull-fighter runs lightly forward to meet it. Both gather speed, the distance between them shortening, until it appears that the man is about to impale himself on the horns of the charging animal. At the psychological moment he steps swiftly aside, and, leaning forward, deftly lodges the pair of gaudy banderillas in the bull's neck as the latter charges past, unable to check its pace or alter its course. The trick is very neat and effective. It is repeated two or three times until the bull has a sheaf of darts hanging from its neck on either side, irritating it with every movement, while the blood flows down its flank.

Again the bugle sounds, and now comes the serious business with the muleta. This consists of a red cloth stretched over a wooden stick, and with this the bull-fighter, sword in hand, plays the now tired bull to and fro, and making passes to the right and left, and occasionally kneeling on one knee while the bull charges past, or even turning his back on it completely. This suerte is the test of the finest qualities of the bull-fighter, and each movement has its technical name. According to his skill in this act, the bull-fighter makes or mars his reputation, and it is at this stage that most of the serious accidents occur.

Finally, when the man has dominated the animal and has proved his valour and dexterity, the bugle blows the signal for the *coup-de-grâce*—the kill. Holding the muleta in the left hand but in front of the bull, with the right hand he aims the sword at a fixed spot on the top of the bull's neck. As the animal charges the red cloth, the man leans swiftly forward and thrusts his sword to the hilt in the animal's body, leaping back lightly to one side from the on-coming horns. The beast hesitates, stumbles, gasps, and blood pours from its mouth and nostrils. Its legs weaken, and it falls heavily to the ground. Round upon round of applause, shouts, yells, shrill whistles and a shower of straw hats follow the successful torero as he walks round the ring acknowledging with a nod, a wave of the hand, a smile, the ovations that greet him.

SPORTS AND GAMES IN ARGENTINA.

Golf has been played since the early nineties.

What is regarded as the finest course in the Republic is at Mar del Plata, the seaside resort, distant seven hours by Southern Railway from the capital. Many others are near at hand, and the Argentine Club (Palermo) is only ten minutes by motor-car from the centre of Buenos Aires. Others which offer good opportunities of practice and pleasure are the San Andrés (25 minutes on the Central Argentine Railway), San Isidro (30 minutes by Central Railway), Hurlingham (45 minutes by Pacific Railway), Saenz Peña (30 minutes by Pacific Railway), Links (35 minutes by Southern Railway), and Itzuaingo (40 minutes by Western Railway).

Polo has been played certainly for 50 years. The Asociación Argentina de Polo was formed in 1922 in succession to the River Plate Polo Association (1892-1920) and the Federación Argentina de Polo (1921). The following clubs are affiliated: Carlos Casares, Chapadmalal, El Colorado, El Palomar, Hurlingham, La Laguna, La Rinconada, La María, Lincoln, Las Rosas, Los Algarrabos, Los Indios, Media Luna, Rio Cuarto, Rosario, Santa Inés, Sundowners, Venado Tuerto, Washington.

Rugby Football:—The laws of the Rugby Union were adopted by the Buenos Aires Football Club in 1874 and this club was reconstituted in 1886. The Rugby game has been played some 40 years at the Rosario Athletic Club (founded 1882). The River Plate Rugby Football Championship was founded 1899. A series of matches, first of British *v.* Argentinos, next of Extranjeros *v.* Argentinos, was played 1905-1915 and renewed in 1920. An English Rugby team visited Argentina in 1910. The visit of a representative English team during 1927 lent a new impetus to the game.

Association Football as a school game dates from 1884. League football has been played since 1893 and the game is the most popular in the country. A new ruling authority, the Asociación Amateurs Argentina de Football, was constituted in November 1926, and 127 clubs and all the Provincial leagues are affiliated to it. The British Saturday Football League was founded 1921, and British professional teams have visited the country at intervals since 1904.

Lawn Tennis has been played since the eighties. The Buenos Aires Lawn Tennis Club was founded 1892, and since the year following the amateur championships have been played under its auspices.

Cricket:—The controlling authority, the Argentine Cricket Association, organizes matches; notably of North *v.* South. Meetings have been arranged occasionally with Brazilian and Argentine teams.

Hockey has been played since 1905, and the Argentine Hockey Association has existed since 1908. The affiliated clubs include: Buenos Aires, San Isidro, Pacific Railway, Great Southern Railway, and Quilmes.

Products of South America

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

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PRODUCTS OF SOUTH AMERICA.

BEEF AND MUTTON.

The cattle and sheep-raising industries of the southern half of the continent form the basis of the great export trade in refrigerated meat. The principal resources are estimated currently as follows :

	Cattle.	Sheep.
Argentina	30,000,000	35,000,000
Patagonia	—	12,000,000
Uruguay	8,500,000	22,000,000
Brazil	30,000,000	—

The livestock resources of the northern half of South America are for a variety of reasons of less interest as potential supplies of beef and mutton for consumption overseas, important as they are from other points of view. Colombia and Venezuela possess cattle in large numbers, and there are an estimated 11 nullion head of sheep in Peru.

The South American output of beef, mutton and lamb, frozen or chilled, relatively to that of the world, is thus stated by Messrs. W. Weddel & Co. :

	1926	1927	1928
S. A. Beef	822,300	864,500	646,437
S. A. Mutton and Lamb ..	103,900	135,500	121,037
SOUTH AMERICAN TOTAL	926,200	1,000,000	767,474
WORLD TOTAL, (tons) ..	1,198,600	1,256,900	1,059,164

More than half the meat sold in the Smithfield Market is of South American origin, and so is approximately one-third of all the butchers' meat consumed in Great Britain and Ireland.

The extent of the supplies and the perfection of the organization of the meat trade allow of continuous operation, with consequent economy. Thus, nine meat refrigerating works in Argentina have a capacity of treating probably 10,000 head of cattle and 25,000 sheep daily. Four similar works in Uruguay are able to deal with 4,000 head of cattle daily, and five others in Brazil with 6,000 head of cattle.

The frigorificos of the River Plate have an enormous advantage in being situated within "chilling" distance of the European market. Their beef can be shipped in steamers fitted with apparatus for maintaining a steady temperature of 28°F. The beef consequently arrives in a condition hardly distinguishable from the home-killed article and commands a materially higher price than frozen beef, which is carried in chambers cooled to 17°F. The economy of the whole process is notable, for the frigorificos are operated upon a profit

margin of roughly ½d. per lb. on the gross weight, and chilled meat is carried by the steamship companies from the River Plate to London at something less than twice the cost of sending beef by rail from London to Glasgow.

The cattle providing the best chilled beef are steers of about 2¾ years. The supplies of cattle are classified as chillers, freezers, continentals (lean animals for freezing and sale to Europe), and canners, used for canned and sun-dried meat. The slaughter and dressing of the carcasses is done upon the most approved system by a minute subdivision of labour.

Mutton and pork are exported in a hard-frozen condition, and River Plate mutton and lamb do not occupy so commanding a position in the market as does beef from the same source, although in quantity the imports into the British market rival New Zealand.

Dry jerked beef, Tasajo, Charqui or Xarque, as it is variously known, preceded canned meat in districts where the supply of fresh animal food was difficult and is still an important article of export from Argentina to Cuba. Preserved in this form the meat retains its nutritive qualities for long periods under varied climatic conditions. Black, dry and hard, carne tasajo—as it is called in Argentina—is prepared by cutting beef from the bone and stacking it in layers with salt. The beef is re-piled daily until the desired degree of curing is attained. The work is done at centres known as saladeros or xarqueadas, where inferior cattle are slaughtered. The flesh is dried, the fat is rendered to make margarine or tallow, the tongues are preserved, and meat extract, gelatine and fertilizers are recovered. The business is distinct from that of refrigeration and can be carried on in remote districts.

WOOL.

Approximately one-sixth part of the wool clip of the entire world is of South American origin, and about one-tenth of the world total is derived from Argentina.

The following is the U.S. Government estimate of supplies for the year 1926:

	Thousand lb.
Argentina	314,810
Uruguay	125,000
Chile	31,000
Brazil	22,597
Peru	9,257
Other mainland sources	5,000
Falkland Islands	4,500
TOTAL, SOUTH AMERICA	512,164
GRAND TOTAL, THE WORLD	3,060,730

The commercial importance of the South American clip is greater than a statistical comparison would suggest. The world total includes wools chiefly consumed in the country of origin and hence of little more than local importance. A relatively small part of

the South American clip is self-consumed. The main supplies have the special interest attaching to a vast production of wool of uniform qualities, packed and graded to meet industrial needs. Crossbred (mestiza) wools, produced from animals economical also from the butchering point of view, constitute the main supply. Generally longer and stronger than the short, fine, crimped wools borne by the pure merino sheep, they are of special importance to manufacturers of knitted underwear and wool clothing of medium quality. The properties of Punta Arenas wools (Magellan Chile) are unique in the world. Rambouillet merino sheep mated with long- or short-woolled English breeds provide the supply of crossbred.

Alpaca hair, resembling wool in its nature and uses and borne by a species of llama, is distinctively of Peruvian origin. A proportion of wool is obtained also from the llamas used as beasts of burden in the high plateaux. Vicuña wool, oftener heard of than seen, of which merely a few hundred pounds per annum are available, commands the highest prices paid for fleeces, and the export is technically prohibited. The hair is of matchless fineness and is often utilized in the form of a cured skin as a highly prized domestic rug.

HIDES AND SKINS.

South America supplies, according to recent estimates, more than one-fifth of the cattle hides employed by the tanneries of the world.

The frigorificos of the southern part of the continent are the sources of the most desirable ox hides and sheepskins, for the double reason that the animals received at these works are of superior type, and that the preparation and care of the pelt receive due attention. Frigorifico wet-salted ox hides command about one penny more per lb. than cow hides and higher prices than those proceeding from the municipal slaughterhouses, and these again realize more than "campos" or hides from estancia-killed beasts. Hides are not all exported in wet condition, and dry hides form a considerable proportion, notably of the exports from Uruguay; but from Argentina the ratio is about seven tons of wet-salted hides to one ton of dried. The quantity available for export fluctuates with the killings and is affected by the off-take of local tanneries.

The River Plate and South Brazil are the principal sources of frigorifico hides, but some 3,000 tons, chiefly of wet-salted hides, are shipped annually from Chile and appreciable quantities from Venezuela.

Sheep skins, chiefly in the woolled state, are in large supply from the frigorificos of the River Plate and Patagonia. Lambskins are largely dried before export from Montevideo.

COFFEE.

The consumption of coffee throughout the world, excepting the countries of origin, is calculated currently for market purposes at 22,678,000 bags (=60 kilos or 132¼ lb.). The Brazilian (or main) production is regulated with this probable off-take and the size of stocks in view and could be materially increased in case of need.

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The extent to which the world requirements have been met from South American, Central American and Mexican sources can be seen from the following tables of export :—

Exports, 1928.	Bags.
Brazil	13,881,000
Central American Countries (average)	1,887,200
Colombia	2,800,000
Venezuela	533,000
Mexico	400,000
Ecuador	152,000

Introduced some 200 years ago into the West Indies and about a century later into Central America, coffee growing has found its largest extension in Brazil. In Central America the general name for the plantations is fincas, in Brazil fazendas, and in Peru and Ecuador cafetales. The mild coffees of Central America and Mexico are especially to English taste, whereas the much larger Brazilian production goes predominantly to the United States and to European markets.

The tree is grown in Central America principally upon the Pacific slopes and foothills, in Vera Cruz State in Mexico, and in Southern Brazil upon the eastern plateau. The pure white and fragrant flowers last only a few days and are succeeded in due course by fleshy berries, of much the same size and appearance as red cherries. The fruit encloses two seeds, the coffee beans, within a covering of yellowish pulp. The two beans are protected by a membraneous covering of "parchment" and individually by a thinner "silver skin." Of the two methods of preparing the berry the second named is the more used. By the so-called dry method the crop is left as long as practicable on the trees and put to dry thereafter on a floor, when the skin can be readily removed by machinery. Under the alternative wet method practised generally in Brazil the fruits are set to soak in a stone or concrete tank. The mature berries sink and are drawn off and rasped in a pulping machine. Further washing, trampling or stirring removes the pulp, and the beans in their parchment covering remain in a fully cleaned state, to be dried on trays in the sun. Husking is necessary preparatory to roasting and the parchment coverings are removed by rolling and winnowing. Grading of the beans according to size is performed in cylindrical sieves and the removal of damaged beans and foreign matter is effected by hand.

The best Brazilian coffee is grown in the specially suitable earth called "Terra Roxa." Near to this soil is found the second best, called "Massape." The former is practically confined to the São Paulo district, which is the premier coffee-growing State. The "terra roxa" is a dark red earth; "massape" is sometimes dark red but generally yellow and often black. The chief plantations are on plateaux about 1,800 ft. above sea-level; they rise even to 4,000 ft. The culture is associated with that of food crops for the sustenance of the labourers upon the estates. Maize, beans and cassava are grown between the rows of coffee trees.

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Shade trees are necessary to seedlings and young plants as a protection against sun and wind upon estates at the lower elevations in the tropical parts of South and Central America. Estate labour is performed in some Central American countries chiefly by native Indian labour with little mechanical aid, and the plantations are very unequal in size and equipment. In Brazil planters employ large numbers of labourers from Southern Europe.

The character of the soil, apart from the seed, has its influence in determining the properties of the coffee grown. Mild coffees are grown in the volcanic ash of Costa Rica. Colombian coffee of heavier body and delicate flavour is employed largely for blending with beans from other sources.

The seasons vary, and whereas in Mexico coffee is harvested from October to February, the Brazilian harvest begins normally in June. In Central America two or three pickings are required owing to the unequal maturity of the crop; in São Paulo State the berries ripen at one time and the whole produce of the bush can be harvested at a single operation.

The cost of a Central American plantation producing 1,000 quintals (100 lb. each) of coffee is $35,000 to $50,000, write W. R. Grace & Co., of San Francisco. The average planter does not prosper unless he averages 16 to 17 cents for good to fine varieties and 14 to 15 cents for low and medium varieties.

SUGAR.

The relative importance of the supplies can be instanced from the estimates of the 1928–29 crop showing a world total of some 16,690,000 tons of cane sugar, with approximately 12 millions from the following sources :—

	Tons.		Tons.
Cuba	5,156,300	Central America	95,000
W.I. Islands	653,000	South America	1,770,000
Mexico	4,640,400	(chiefly Brazil, Argentina, and Peru).	

The crop is subject to considerable fluctuation, and Cuban production, always the largest single source of cane sugar, has been higher than the total shown above.

Cane sugar possesses advantages over beet sugar, in that it is easier of culture and richer in sugar; also it grows in tropical countries where labour is at its cheapest. The stems of the plant are crushed between rollers. Cane sugar is usually exported in an unrefined condition. It is called "raw sugar," and is further treated and refined, more syrup flowing away from it in the process. Until recently the cane-growers relied solely upon the greater richness of their raw material to enable them to compete with the producers of beet sugar. An economy has been effected by a change of system in some cane-growing districts. Instead of each planter extracting the sugar from his own cane, different estates are connected with a single sugar factory, the juice from the canes being pumped through

pipes leading to reservoirs belonging to the factory. This is known as the *usine*, or central system. Even this method does not result in the greatest economy unless the separate estates are large enough for equipment with the best crushing machinery.

Sugar refining is carried on rather in the countries of consumption than of production. The operation of converting raw into white sugar calls for abundance of good water and cheap fuel. Skilled abour is necessary as are facilities for the repair and renewal of machinery. In the interests of economy work should be carried on day and night throughout the year, whereas a raw sugar factory converts its crop into sugar in approximately six months' working.

CACAO.

The world production of cacao is estimated currently at 480,000 tons or about 8 million bags (60 kilograms). The larger proportion is of African origin, but South America and the West Indies contribute approximately one-third of the whole.

A trade estimate is given of the crop for 1928:

	Metric tons.
Brazil	51,770
Santo Domingo	26,000
Trinidad	74,112
Ecuador	22,000
Venezuela	13,400

To this may be added, in order to complete the estimate in respect of the Caribbean area, approximately 9,000 tons from the British West Indies. In addition may be mentioned the Costa Rican crop of 4,000–5,000 tons.

Varieties of Cacao: The cacaos of Venezuela and Ecuador are the finest in the world; the best samples are not exported to Europe, but retained for home consumption. The kind known as Soconusco was at one time used entirely by grandees of the Spanish Court, and it sells for extremely high prices.

Venezuela also produces the famed Caracas cocoa, well known as one of the most delicate brands and employed in the manufacture of the finest qualities of chocolate used in Europe. This kind is exported in great quantities. The shells are marked by a reddish-brown earthy crust.

Esmeraldas is the name most famous amongst the Ecuadorean varieties. The Guayaquil variety has an individuality of its own, both in shape and aroma, and is easily distinguished from that of other districts. Because the finer beans contain a large percentage of "theobroma" they are much valued.

Colombia, from the earliest times, produced large quantities, and the material has become a source of great wealth to the country.

Maracaibo—as it is known—is of a reddish-brown colour and extremely rich in fat, and probably for this reason the beans are seldom met with in Europe. It is customary to blend this cocoa with other less strongly-flavoured varieties.

British, Dutch, and French Guianas grow cacao, but the sorts partake so much of the nature of the Colombian (Maracaibo) sort that they need only brief mention. Berbice and Essequebo are the two standard species—the former being a rather larger bean than the latter; both are so fat that they are used to mix with other kinds. Beans from Dutch Guiana are occasionally met in the open market; Holland is the principal consumer.

Brazilian cacaos have assumed a new importance. Recent experiments in the artificial drying of Bahia sorts have resulted in a great improvement in the quality. The artificially-dried kind, called "Estufa," commands a good market, and Bahia cacao is yearly advancing as to quantity and quality.

The relative market values of the several kinds are indicated in some sort by the regulations of the New York Cocoa Exchange. Bahia (Brazilian) cocoa is a standard; Guayaquil, Venezuelan and Maracaibo is graded ¼ cent per lb. higher than the standard; Costa Rican fermented, Panamá fermented, Pará and Surinam at ⅛ cent per lb. below the standard; and Costa Rican ordinary, Panamá ordinary, Surinam ordinary and Pará (down river) at ½ cent per lb. below.

TOBACCO.

The use of tobacco in South America antedates the discovery of the continent, and the plant is cultivable to good purpose in situations ranging from the Colombian plateau to subtropical Argentina. The production is largely for home consumption, and exact records of its extent are not available. Liability to night frosts governs the selection of suitable estates, and the crop calls for an attention which is best given by smallholders, to whom the quickness of the returns is one attraction. The general level of quality, with exceptions, is not high, but improvements are being introduced in many directions. Fine grades are produced in parts of Colombia, in Bahia, and in Southern Brazil. Tobacco is grown on a certain scale in Peru and Chile, but the most considerable sources are those shown below :—

	Tons.
Argentina (estimated average crop)	7,700
Brazil " " "	60,000
Paraguay " " "	11,000
Peru " "	2,000
Venezuela " " "	3,000
Colombia (export)	2,000

The Mexican crop is about 10,000 tons, the Cuban about 22,000 tons, and the Porto Rican about 11,000 tons.

YERBA MATÉ.

Yerba Maté (or simply *Maté*) in its infused state is to a great part of South America what tea is to England. The tree belongs to the ilex family. In form and foliage it resembles an orange tree, though larger, and the leaves softer. The flowers are small and white with a calyx of five petals; the seeds resemble "American pepper," except that three or four small, whitish, oblong kernels are visible through the skin. The seed is covered with a gluten which prevents germination.

After five or six years' growth the shrub *Ilex paraguayensis* may be pruned every second year. The cut branches and leaves are dried in a preliminary way over open fires and are then placed over a dome improvised from saplings and heated by flues from surrounding fires. After about 24 hours the yerba is ready for a rough crushing in which tree roots play the part of flails. The leaves are then bagged and delivered to the estancia for re-crushing and re-packing.

Protection is required for the plant during its early life, and is afforded by shields of wire and sacking. Locusts and other insect pests avoid the crop. The total cost of a plantation of 100,000 trees on a plot of 100 hectares in Northern Argentina for the four years previous to the first harvest has been given as 60,000 pesos. Over a large part of Southern Brazil the plant flourishes wild.

The name "Maté" is that of the cup from which the infusion is imbibed, and this is ordinarily a narrow-mouthed gourd, often mounted with metal. The drink is taken through a tube, the "bombilla," made either of cane or metal and furnished with a small strainer to prevent the passage of the grounds.

Mr. Eugene Seeger, a former U.S. Consul-General in Brazil, has said of Maté that it "has saved South America from the scourge of alcohol and is continuing to do so." Dr. Roericht, the traveller, writes: "It contains a nitrogenous principle, which is both nourishing and sustaining. It does not tax the digestive powers in the slightest degree. It contains a mucilaginous principle, which is soothing to the mucous membrane of the throat. It has a remarkably exhilarating effect upon the nervous system."

The leaf is imported into this country and is procurable in London.

RUBBER.

The forests of the Amazon and its tributaries are the main source, and many of the trees are of great age. "Fine hard Pará," obtained from the wild trees of the Amazon regions, is still the market standard for rubber.

Hevea brasiliensis is the botanical name of the tree yielding the finest rubber. It often attains a height of 100 ft., and has a well-developed trunk, some 10 or 12 ft. in circumference. The flowers are small, green, and sweet-scented. The fruit is a three-celled triangular capsule, containing a single oval seed. The Hevea sheds its leaves annually, but remains leafless only for a short time.

A number of other species of Hevea occur in South America, some of which yield quite good rubber; and that of *H. benthamiana* and *H. duckei* is nearly equal to *H. brasiliensis*.

Second quality rubber (known in Brazil as "Borracha Fraca" or "weak rubber") is produced by a group of some half-dozen trees, which do not grow in the same districts as *H. brasiliensis*, and are so scattered that the natives do not trouble seriously with them.

Rubber Collection :—The system of gathering the latex from the rubber trees is the following: Early in the morning the *seringueiro* (rubber gatherer) starts out from his hut, which forms a rallying point in the forest, carrying with him a *machadinha* (tapping axe) and several hundred tin cups. Thus he sets out for his *estrada* —which might be translated "milk-round."

Arrived at the tree he attaches a circle of cups, making an incision in the bark as high as he can reach. He attaches the cups directly under the cuts with a little finely-kneaded clay, if clay cups are used. If tin ones are employed, he fastens these on by bending them under the bark. From tree to tree he goes till all in his *estrada* have been tapped.

On the fire smouldering in his hut he heaps some of the heavy oily nuts of the "urucuri" palm. Over this he places a truncated cone-like funnel, and in the smoke from this chimney the collector holds a paddle-shaped piece of wood which has been dipped previously in the latex, so forming a film which increases steadily in size by repeated dipping until the rubber is in the form of a ball.

Having finished his week's work the *seringueiro* takes his balls of rubber to the *seringal*, where he is credited with the number of pounds he has gathered at some 50 per cent. of the market value; the other 50 per cent. is to reimburse the *seringal* for freight, shrinkage, and so on. Each rubber bale is then branded with the mark of the *aviador* and stored awaiting shipment. A *seringal* is practically a centre, or village, where the representative of the *aviador* lives in the largest hut, which is also a store.

The native method of smoking the rubber is not always followed in Brazilian forests. Reagents in the form of acids, salts and alkalis have been used, but the native method is considered better.

Ceará Rubber :—The different species of the Ceará rubber tree have only been discovered and accurately tabulated within the last twenty years. *Manihot glaziovii* is the botanical name of the most famous kind; but there are three or four others.

The tree is 30 to 50 ft. high, with an erect stem 8 to 20 in. in diameter. It is abundant in the Brazilian States of Ceará, Piauhy, and Bahia. It has been found growing under a variety of conditions; on the desert plains, where the rainfall is said to be less than 50 in. and vegetation is scorched for the greater part of the year; and on hill-sides, in poor and rocky soil, at elevations of about 3,500 ft., where the rainfall is over 100 in. a year and the temperature at night falls as low as 60° F.

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The average yield of rubber from cultivated Ceará trees in Brazil has been given as 300 kilograms per hectare. As some 2,500 trees are planted to the hectare, this is equivalent to a little more than 4 oz. per annum per tree.

Mexican Rubber :—*Castilloa elastica* grows wild in Mexico, south of latitude 22° N., and extends thence through all the States of Central America to Colombia. It is also found on the western slopes of the Andes in Peru and Ecuador. During recent years plantations of castilloa trees have been made in Mexico.

The guayule shrub (*Parthenium argentalum*), a source of "soft" rubber which abounded formerly in a wild state in the arid parts of Northern Mexico, is now cultivated upon a considerable scale. This rubber is extracted by macerating the roots, stems, and leaves, and floating off the mixed rubber and resin.

FRUITS.

The tropics remain the most considerable source of South American fruit, and under organization the export of bananas, pineapples and oranges is capable of still further extension.

Great potential supplies of fresh fruit from the tropical and sub-tropical areas suffer less from want of transport than lack of due organization in rejecting unsound fruit, grading, wrapping and packing. Valuable fruits like Paraguayan oranges, for example, have been treated like potatoes and carried long distances by river in the loose state or in bags. On the other hand, Brazilian oranges of the finest, or Limeira variety, ranking with the best in any part of the world, are now being packed carefully and exported in cool chambers to the English market. Brazilian oranges are broadly of two varieties, respectively the produce of the plateau and of the seaboard. Superior types of oranges are being planted in North-East Argentina. Tangerine or mandarin oranges have been the principal variety exported from Argentina in the past. Excellent oranges grown in Peru have been shipped to the English and North American markets in cold chambers.

The export of fresh fruits from the temperate zone is a much newer development, and one which, on account of the opposition of the seasons in the two hemispheres, affords great promise. Argentine grapes, partly in virtue of their excellence of flavour and also because of qualities which enable them to withstand transit without injury, compete successfully with South African grapes in Covent Garden market. The fruit is carried from Western Argentina in refrigerated railway wagons and shipped from Buenos Aires in cold storage on shipboard. The newest steamers of the Royal Mail Steam Packet Co. are furnished with chambers expressly for fruit cargo.

Plums, peaches, and cherries, as well as pears from the Province of Mendoza, have been successfully marketed in London, and these fruits, as well as apricots and peaches, realize good prices in New York. The large possibilities have the encouragement of the Government, the railways and the steamship companies.

Fruit growing for the international market offers special promise in the irrigated lands of Mendoza, extending eastward about 100 miles from the Andes; in the irrigated Rio Negro valley, south of Buenos Aires; in the Sierras of Córdoba, and the delta of the River Paraná, where apples are grown to good purpose.

Grapes, stoned and soft fruits flourish upon the Chilean slopes of the Andes and are exported to the United States to meet the winter market. Apples from South Chile find a market in Argentina. Grapes and cherries are exported to New York.

The opposition of seasons which facilitates the export of South American fresh fruit leads conversely to the importation of considerable quantities of apples and pears from North America.

BANANAS.

South and Central America furnish more than half the bananas imported into the United Kingdom, and the principal sources are Colombia, Costa Rica, Honduras, and South Brazil.

Musa sapientium is rarely found wild. This is due to the fact that bananas are seedless, and are propagated by means of shoots or "suckers." The cultivation is not difficult, the hindrances coming from heavy winds, pernicious insects, and sometimes caterpillars. Upon the other hand, the crop is one exhausting to the soil, and there is a continuous necessity to open up new districts, work which involves fresh clearances and the extension of estate railways.

The tree grows to a height of from 15 to 40 ft. The trunk, formed of compact sheathing leaf stalks, resembles corn in some degree, but is about 8 in. in diameter and firm in structure. It is endogenous, and increases by internal growth and elongation at the summit. This quality of increasing by internal growth partly explains the development of the newly cut banana stalk, which will be observed to shoot up some inches in a few minutes, while leaves will unfold from the centre of the trunk within 30 hours. The plant takes from seven months to two and a-half years before it fructifies.

The bunch of bananas develops from a large, heart-shaped, scaly bud. The scales separate and disclose groups of upward-pointing flowers, sometimes to the number of 150. These are blossoms which turn into fruit. One bunch to a tree is the rule, and they vary in length from 2 to 3 ft., and in weight from 50 to 80 lb., which latter, however, is exceptional. The commercial classification is by "hands," a hand being a cluster which, with the exercise of imagination, may be said to resemble the human hand. The bunches are cut while green (the greatest care being needed in the operation) and allowed to continue ripening during the voyage to their ultimate destination.

Panamá disease, the most destructive of the pests to which the crop is subject, owes its name to the place of its discovery in 1906. Its source is the fungus *Fusarium cubense*, spores of which are wind-borne from infected plants, and are able apparently to live indefinitely in tropical soil.

NUTS.

The Brazil nut of the dessert table, valued so highly for the delicacy of its flavour and its sustaining power, is known at home as *Castanho do Pará*, and the parent tree (*Bertholletia excelsa*) as the *castanheiro*. The trees, which are of noble dimensions, often attaining such heights as 150 ft. and generous girth, grow uncultivated upon the higher and better-drained lands, especially in Pará State. The fruits, enclosed in a strong woody case enclosing 15–30 nuts, fall, often from great heights, to the ground and are collected for market.

The nut is a product purely of North Brazil and, because of the factor of carriage, is obtainable more cheaply in London than in such a city as São Paulo.

Coconuts abound upon the coastal regions throughout the tropical Americas, and it has been calculated that Brazil alone has 1¼ million trees, producing annually 50 million nuts.

Estimates by the International Institute of Agriculture suggest 180,000 acres as the probable extent of the area planted to coconuts in 1924; 140,000 north and 40,000 acres south of the Equator. This includes the West Indian quota and compares with an estimated total of approximately 5,000,000 acres for the world.

Cahoon nuts, the produce of palms, plentiful in Central America and in parts of Brazil, resemble the corozo and coquito nuts. They yield a kernel oil similar to that of the coconut, and a separate oil is recoverable from the pulp of the nuts in their fresh state.

Cashew or caju nuts are exported from Brazil for dessert and for the purposes of chocolate manufacture.

Andiroba nuts, borne by the *Carapa guayensis*, grow wild all over Brazil and especially in Pará. They convey seeds bearing a bitter oil of value in soap and candle making.

The babassú nut, of which the export has largely increased, is collected principally at Maranhão. It is the fruit of a palm, with leaves running up to 25 ft. in length, and the nuts grow in clusters of 200–300, with up to six clusters upon a tree. The tree has a strong vitality, and the shell enclosing the kernels is opened with some difficulty. The oil, which forms about two-thirds of the weight, is valued for soap making and margarine in Europe. The outer fibre is serviceable for brush and mat making.

Ucuhuba nuts, grown in Northern Brazil, yield a hard fat which is utilized locally for candles.

Ground nuts, monkey-nuts or peanuts, as they are popularly known, have been planted in Brazil alternately with maize or roots and experimentally in British Guiana. A light soil and one which does not discolour the fruit is demanded. The flower of the *Arachis* presses its ovary into the soil and there the pods develop. The crop demands relatively little labour, and there is an assured export market for nuts equal to the West African standards. The nut is eaten raw or roasted; it is employed in confectionery and largely for making a light and pleasant oil and a highly nutritious cattle-cake.

OIL SEEDS.

Linseed is grown upon a larger scale in Argentina than in any country in the world, and is sown also in Southern Brazil. The flax is grown for seed, not for fibre, and the seed is crushed notably in Rosario and São Paulo, but more largely abroad.

Ricinus communis, the castor-oil plant bearing richly oleaginous seeds, grows freely in Central America, parts of Venezuela and in Peru, and is abundant in Ceará and Pernambuco, where it is collected for Brazilian oil mills and for export. Apart from its medicinal uses the oil finds large employment as a lubricant for aeroplane and high-speed motor engines.

Cotton seed is collected at the ginneries throughout the cotton-growing districts, and most largely in Brazil. The oil is employed for table and kitchen use in place of olive oil or of lard. Soap and cattle-cake are manufactured in Peru and elsewhere from the residues.

Sunflower seed is one of the minor crops of Argentina. Black and white mustard seed yielding an oil similar to rape is grown in Brazil.

VEGETABLE IVORY.

The tagua palm (*Phytelep shamacrocarpa*), from which the vegetable ivory used largely to make buttons is obtained, grows wild along the west coast of South America, from Panamá through Colombia and Ecuador. It is a palm fern, 10 to 20 ft. high, with a short trunk crowned with large, bright-green, feathery leaves. The fruit is somewhat similar to the coconut, growing in drupes about the size of a man's head. A woody, fibrous wall encloses the seeds proper, which are hard, white, fine grained, like real ivory. Natives gather the matured nuts after they have fallen to the ground and sell them to traders. Umbrella handles, chess men, counters for card games, and other small articles are made from the nut.

MANDIOCA.

Manihot utilissima, the cassava, mandioca or manioc root, was utilized as food before the Conquest. It is the source of tapioca and of coarser flour much used in Brazil for bread and the thickening of soups and stews. The plant grows well at altitudes below 3,000 feet in latitudes reaching to 30° South. The tubers mature in periods of from eight months to two years and are prepared for human food by crushing, washing and drying. The washing waters are strained for the recovery of the fine tapioca starch. The crop is obtained with little effort, the nutritive value is exceptionally high, and in the raw state the roots make capital food for animals. Mandioca is grown most largely for domestic consumption but is exported both from Pará and Porto Alegre. The industrial uses to which the starch is put include the manufacture of glucose and alcohol.

TONKA BEANS.

The tree *Dipterix odorata* is found wild in various parts of tropical America. The mango-like fruits are gathered by collectors who break them open for the sake of the seed or bean. The beans are dried in the sun and before shipment are treated with strong rum to induce a white crystallization upon their exterior. The beans are used chiefly in North America as a perfume to flavour snuff or tobacco and to make sachet powder. Venezuelan beans enjoy especial esteem and the tree is locally known as sarrapia. The trees are scattered and their yield is uncertain; one good harvest is usually succeeded by one or two lean years. Ciudad Bolivar is one centre of the trade and export is also made from Pará.

BALATÁ GUM.

The tree *Mimusops balata* is one of the largest in the Guianian forests, with a hard, heavy claret-coloured timber. The gum is obtained either by tapping the growing tree or by the reckless process of felling and then scoring the bark. The sap is boiled and then poured into moulds. Balatá gum has long been known as a substitute for gutta-percha. It is put to various industrial uses by cablemakers and manufacturers of golf balls, and when combined with canvas makes a durable machine-belting.

The sole supply is South American, the tree is uncultivated, and the depletion of areas has driven collectors farther afield. Of 11–12 million lb. annually exported, from 3–4½ millions are credited to Peru, and up to 2¼ millions to Brazil. Venezuela and the three Guianas have proved diminishing, although still considerable, sources.

GUM CHICLE.

Gum resembling caoutchouc and obtained by tapping or felling sapodilla trees is used upon a large scale in the manufacture of chewing gum in the United States. Yucatan (Mexico), Guatemala and British Honduras have been the main sources of supplies of good quality, although Colombia and Venezuela furnish a more resinous variety. The destruction of forest chicle trees has encouraged a systematic cultivation of seedlings in British Honduras.

Collection is possible only in the rainy season, and the resin, mixed with an equal quantity of water, is heated slowly over a fire until a sufficient consistency has been reached, when the gum is poured into moulds and wrapped in canvas for exportation. The timber is of value for constructional purposes.

COTTON.

The crop of raw cotton produced in Brazil, Peru, Northern Argentina, Paraguay, and Colombia is estimated roundly at one million bales, or about 5 per cent. of the world's total. An American statistician puts the total for 1927 at little over 900,000 bales of 478 lb. Of this amount Brazil is accountable for two-thirds, and it appears that the total crop is fully one-third larger than that of a decade ago.

Local consumption of raw cotton has increased with the number of spinning mills opened in the South American countries and their existence helps to stimulate cotton-growing efforts. The crop is one demanding at certain seasons close attention from the cultivators, but in Brazil it is found that cotton calls for less labour than coffee. In Northern Brazil cotton was largely replaced by sugar planting upon the abolition of slavery. A considerably larger tract than the cotton belt of the United States is suitable to the crop in Brazil and the yield per acre much exceeds the North American average.

The coastal valleys of Peru yield some 200,000 bales, and much of it of superior quality. The plateaux of Colombia offer potentialities which have commended themselves to delegates of the International Cotton Federation.

Cotton growing was introduced into Paraguay by the Jesuit Fathers, and new attention has been given to raising cotton upon a commercial scale in those northern parts of Argentina which most resemble Brazil in climatic respects, notably the Chaco, Corrientes, Santiago del Estero and Formosa. Planting begins early in October, after preliminary work on the soil, and the picking season runs usually from April to the end of June. Insect pests form a severe trial, and the prices realizable for seed are fixed for the small cultivator by the local storekeeper, who is his creditor for supplies during the year. The general methods of ginning and grading leave room for improvement.

Planters have been no more immune from disappointments in South America than in other quarters of the world. The cost of picking has proved high in districts where the plants do not ripen simultaneously. Natural calamities in the form of drought and severe floods have interfered with progress. Defects of organization have disclosed themselves and been in part repaired. Scientific seed selection has made comparatively little headway, but in expert opinion a large total increase is practicable.

LEAF FIBRES.

Bromelia magdalenæ, the source of the **Pita** fibre of commerce, belongs to the pineapple family and yields a fibre known as Pita de Colombia, Honduras silk grass and Arghan among other names. The spring leaves attain such lengths as 10 ft. in Colombia, where natives remove the fleshy portions by primitive appliances until only the fibre remains, obtaining about 2 lb. of fibre from 68 lb. of the leaves. The fibre serves the same purposes as sisal and manila, and is of notable strength. Local uses are found for it in the manufacture of cordage and fishing nets, and, subject to economical methods of recovering the fibre, large uses could be found for Colombian pita in industry. The name is somewhat indiscriminately applied to hard vegetable fibres in tropical America.

Semi arid lands in Mexico, Central America and Colombia are favourable to the agaves, from the caves of which fibre valuable

for making ropes and cordage or brushes is recovered. The plants are of several species and known under a diversity of local names. **Henequen,** or **sisal**, grown especially in Yucatan, is the chief, and the supplies from Mexico (about 100,000 tons) represent one-half the world's production. Zapupe, which yields a coarser commercial fibre in its third year, flourishes on light soil and in several varieties in the neighbourhood of Vera Cruz, Mexico. Ixtle, lechuguilla or Tampico fibre, another hemp, and also Pita, occur abundantly in a wild state in the arid districts of Mexico.

Phormium tenax (New Zealand hemp), with leaves 10–12 ft. long and 4 in. wide, yielding a fibre resembling manila and valued for cordage, has been planted with favourable results in the delta of the River Plate. Of the lily family, it produces in the fourth year about 120 tons per acre, rising to 300 tons of leaves in the seventh. From these leaves about 15 per cent. of fibre is recovered by a simple mechanical process.

KAPOK.

The tree *Bombax ceiba*, Linn., a native of tropical America, is commonly known as the "silk-cotton" tree. It furnishes a soft silky wool, with which the seeds are covered. The fibre is little used for spinning.

"Pochote," as it is locally known, occurs in the wild state in tropical and semi-tropical America, and its plantation involves no special difficulty. The seed yields a valuable edible oil and an oil-cake, useful for cattle. The timber of the tree is of a lightness comparing with that of the well-known "balsa" wood.

It derives its commercial name—Kapok, or vegetable down—from the Eastern Archipelago, whence it has been largely exported by the Dutch. On account of its extreme buoyancy it is largely used in making life-saving waistcoats and the like. The main use is as a stuffing for cushions, quilts, and so forth, and ordinarily it requires cleaning by machine to rid it of the large proportion of dust found in the crude material.

PIASSAVA.

Attalea funifera, the source of the piassava fibre so largely employed in Europe and the United States in the manufacture of brooms, is a palm widely distributed along the rivers and swamps of the northern parts of South America. The fibre is obtained from the lower part of the petioles of the younger leaves. The fruit of the tree is the very hard-shelled coquilho nut, a kind of vegetable ivory. In Venezuela the piassava is known as the chiquichiqui. Bahia is the principal source of commercial supply.

TANNING MATERIALS.

Quebracho, valuable as timber and as a source of tannin, derives its name from a colloquial Spanish and Portuguese term quiebra-hacha, or "axe-breaker." From this the hardness of the wood can be inferred.

Quebracho blanco (white) is of little value except for fuel. The "colorado" or red variety is of slow growth, but often attains 50 ft. in height and 3–4 ft. in diameter. The heart wood is especially hard and too dense to float; it resists rot and insects to a degree which makes it valued for wharf piles and other constructional work. The red variety furnishes a valuable tannin extracted by reducing the logs to chips and concentrating the infusion in vacuum pans.

The extraction of tannin from quebracho had its origin in France, where a consignment of logs was sent in 1874. The first factory in South America for the manufacture of the extract was erected at Puerto Casado, Paraguay, in 1889.

In opening up a quebracho forest, the first work is to clear roads about 4 or 5 yards wide and about 1,100 yards apart. The work is done by men directly employed by the contractor. From these roads intersecting picadas or pathways are cut dividing the section into blocks approximately a kilometre square. The felling and log cleaning is done by sub-contract. The trunk and limbs are stripped of bark and white sapwood, leaving only the clear tannin-carrying redwood. The workers are peons, and an expedition bent on taking 200 logs per day needs a working strength of 600 men and a capital of probably £40,000. As wives and families have to be included, the total community may run to 3,000 persons. Work can proceed in Argentina for about nine months in the year, and in Paraguay for about seven months.

Mangrove, common to the tropics of the world in swampy coastal situations, occurs as far southwards as Southern Brazil. Commercial supplies of logs are shipped from Ecuador. In Colombia there are mangrove-extract factories at Cartagena and Cispata Bay. Large mangrove forests are accessible at Acapulco (Mexico). Both the bark and the leaves of the mangrove are rich in tannin. The extract is used to treat sole and heavy leathers, and it lends them, when used alone, a dark red colour.

Dividivi (*Cæsalpinia coriaria*), common, more or less, to the Caribbean coast and found in Mexico and Northern Brazil, is obtained on a larger scale from Venezuela, Curaçao, and the islands off the Venezuelan mainland. The tree attains a height of 20 to 30 feet and bears seed pods which yield 40 to 45 per cent. of tannin. The hard, dark wood of the trunk is used as timber.

Algarobilla (*Cæsalpinia brevifolia*), abundant in Chile, bears pods which give 35 to 50 per cent. of tannin.

The tree has somewhat the appearance of a small mimosa, and the pods are of the shape and size of pea-nuts. Its habitat is between La Serena and Copiapó. Crops are best in years of favourable rainfall.

Cascalote (*Cæsalpinia cacolaco*), a tree belonging to the same species, occurs in Mexico, where its pods are largely used by local tanners; the tannin content is as high sometimes as 55 per cent.

Canaigre (*Rumex hymenocepalus*), growing wild in Northern Mexico, is a shrub, 3 to 4 feet high, of which the roots have a fairly high content of tannin.

Dr. Otto Wilson, late of the U.S. Department of Commerce, mentions also **Ulmo**, yielding a tannin very like mangrove, and **Lingue,** both trees plentiful in Chile.

ANATTO.

The dye long used in the outer world to impart colour to butter and cheese is the product of seeds borne by *Bixa orellana*, a native of tropical America. Attention was first drawn to the dye by the practice of the Caribbean Indians, who employed it formerly as paint for their bodies. "Achiote" is the name commonly given to anatto in Spanish America; local variants include "onoto" (Venezuela), "arnato" (Mexico), and "bija" in various parts of Central America. The seeds are shipped from Ecuador and the Guianas. They are found in small pods, enveloped in brilliant red pulp, and the trees, generally of 12–15 ft. high, sometimes attain twice that height.

FUSTIC.

Fustic-wood, or Cuba-wood, is the wood of the *Chlorophora tinctoria*, a tree of the mulberry order, growing in South America. It is a large and handsome tree, and the timber—though, like most dye-woods, brittle or, at least, easily splintered—is hard and strong. Chips of fustic are extensively used as an ingredient in the dyeing of yellow, and the wood is exported for that purpose.

LOGWOOD.

The logwood tree is smallish and bears purple flowers with three stamens; the fruit is encased in a prickly pod. The heart-wood constitutes the commercial logwood used in dyeing.

The tree belongs to the natural order *Leguminosæ*, which grows in moist and swampy places in Central America, particularly round the Bay of Campeche. It is usually from 40 ft. to 50 ft. high. The wood is red in colour, tinged with orange and black, so heavy as to sink in water, and capable of receiving considerable polish. It is used chiefly as a dyewood, the trees being cut down, the bark and albumen removed, and the hard centre parts cut into logs 3 ft. long.

In extracting the colouring matter it is hewn into much smaller pieces, and ground or rasped to small chips or to a coarse powder. The aqueous extract is muddy and of a reddish-brown colour. By using acids the colour is made paler, and by alkalis it is converted to purple. By mordanting the fabric with iron, black is produced; with alumina, violet and lilac; with copper, blue; and with chromium, black and green.

The colouring power of logwood depends chiefly on a crystalline ingredient called hæmatoxylin. It is used in calico-printing to give a brown or black colour, also in the preparation of some talcs. An extract of logwood is medicinally used as an astringent. It is on occasion concentrated into crystals or made into logwood extract.

QUILLAIA BARK.

The forestal regions of Chile are apparently the only part of the world in which the quillay tree is found. The bark is collected for the sake of a natural and neutral soap which can be extracted by soaking the bark in water. The material is employed by cloth-dyers and sometimes by makers of foaming beverages. It is credited with medicinal virtues in checking common colds and Chilean natives employ it as a shampoo.

INDIGO.

The blue colouring principle called indigo is obtained from herbs which are indigenous to the tropical parts of South America, and is prepared by extracting the leaves with water.

Indigofera tinctoria is the species most largely cultivated and highly valued. It is of a perennial habit, but is usually grown from seed sown twice each year. The dye is present in the form of a complex glucoside indican, from which it is obtained in a free state by fermentation.

The cut plant is steeped in vats for some twelve hours, and the fermented extract, which is of a yellowish-green colour, is then run off into free vats and agitated with air. The liquid turns green and finally blue with the deposition of the indigo in the form of mud. This is boiled up with water, allowed to settle, pressed, and cut into cubes which are dried and sent to market. Thus obtained, indigo forms dark blue to purplish violet lumps which show a bronzy lustre when rubbed.

In addition to the essential constituent, indigo-blue, which is present to the extent of about 60 per cent., natural indigo contains indigo-red and indigo-brown, together with a small proportion of mineral matter and moisture. Natural indigo has a formidable competitor in the synthetic indigotin now produced in large aniline colour factories in various countries.

QUININE.

Quinine is the best known and most widely used of the alkaloids obtained from the various species of cinchona.

Cinchona bark was originally found in South America, and was formerly called "Peruvian Bark" from its natural habitat. Its name is derived from the Countess of Cinchon, wife of a Viceroy of Peru, who was cured of fever by the bark in 1638. Not until the beginning of the nineteenth century was quinine at all generally used. Since that time it has entirely taken the place of cinchona.

The plant is an important genus of *Rubiaceæ*. The trees seldom exceed 50 ft. in height, have simple leaves and small flowers. It inhabits chiefly the east side of the Andes, in Peru, Bolivia, Ecuador, and Colombia, to which it is indigenous, although the main commercial supply of quinine has been transferred to the Dutch East Indies.

Three species of this genus yield the so-called "Peruvian Bark," viz., *Calisaya*, *Loxa*, and *Succirubia*. The *calisaya* is richest in alkaloids. The bark is taken off in strips longitudinally and in time it grows again.

The method of obtaining quinine is the following: First the bark is dried, then finely ground and mixed with lime. It is extracted with hot, high-boiling paraffin oil. The solution is then filtered, shaken up with sulphuric acid—the latter neutralized with sodium carbonate—and on cooling quinine sulphate crystallizes out.

Quinine is used in malaria, and is one of the most effective remedies in that disease. It is said to be one of the best examples of the specific action of a drug in therapeutics, as it causes the malarial organism in the blood to break up and disappear.

JABORANDI.

A variety of plants occurring in Brazil and elsewhere are known under the generic name of jaborandi. *Pilocarpus pinnatifolius*, one of the most important, attains a height of about 10 feet. The leaves, sometimes having roots and stems attached, are shipped in bulk from Paranahyba, chiefly to European ports. Infusions of jaborandi have strong sudorific properties and are prescribed as sialogogues; they enter largely into the manufacture also of tonics for the hair.

SARSAPARILLA.

The *Smilax medica* yields the Mexican or Vera Cruz sarsaparilla. It is slightly different from *Smilax officinalis*, which yields the native Jamaica sarsaparilla. In appearance the latter is similar to the plant which yields the Peru sarsaparilla. A plant called *Smilax ornata*, growing in Costa Rica, is known to the British pharmacopœia officially as sarsaparilla. Little is definitely known of the plant that gives Honduras sarsaparilla, though the product has been used for over 400 years. The plants have long roots, and these are the parts used in medicine.

PERUVIAN BALSAM.

Peruvian balsam comes not from Peru but from Salvador and from a tree of the order of Leguminosæ (*Myrospernum* or *Myroxylon pereiræ*). The tree is beautiful and usually grows among trees of other families. It is about a yard in diameter and 80 to 100 feet high. The outer bark is white, the inner dark red, and the wood

is very hard and durable, and makes good furniture. The blossoms are white, the fruit a pale yellow, with only one seed as a rule. Plantations have been formed, but generally dependence is placed upon the wild trees, because mature growth is not reached before the twenty-fifth year.

Balsam is collected by native balsameros, who live in the woods and are skilled in bleeding the sap. The juice is collected upon cloths tied round the incision. The cloths are boiled and the crude balsam is pressed out of them. The material is clarified and shipped in tins of about half a hundredweight. It is a natural antiseptic containing cinnamic acid and valuable as a dressing for wounds. It has a bitter taste, a pleasant aroma and requires to be kept in darkness to avoid its decomposition. The output is about 150,000 lb. per annum.

COCA.

Coca leaves are chewed by the Indians of the Bolivian and Peruvian plateaux, much as betel nut and tobacco are chewed in some other parts of the world, and the habit is stated greatly to promote endurance. The drug cocaine is manufactured from dried leaves exported for the purpose to Europe.

The plant is a shrub usually 2 or 3 ft. in height, although, if allowed to mature, it reaches 4 or 5 ft. It is cut to the ground before attaining that height, as the quality of the leaves deteriorates with the height of the plant. The young shoots are grown under a cover of dried banana leaves and transplanted to the terraces. The plant begins bearing at two years and continues for about twenty years. The leaf, in which lies the commercial value of the plant, is oval and light green, about 1½ inch long and ¾ inch wide.

There are no large plantations. Coca is grown on terraces, an acre or two in size, built up on the hill-sides. The terraces are about 10 inches wide, protected by a rampart of earth of about the same width and 6 inches high. The ramparts are faced on the outside with stones or a rough cement. The use of terraces prevents the heavy rains from washing the plantation down the mountain side, and helps to hold the moisture about the roots.

Three or four crops are picked from the same plants during the year. Each cato planted to coca will produce from seven to fourteen "cestos" of leaves annually, and the "cesto" is equivalent to about 25 pounds. Two "cestos" make a "tambor," which thus contains about 50 pounds of leaves. Coca is packed for shipment from Bolivia in units of one "tambor."

CARNAUBA WAX.

The carnauba palm tree, *Copernica cerifera*, is common to the low-lying parts of northern Brazil and abundant in Ceará. Wax of exceptionally high melting point is extracted from the leaves by boiling. The leaves are gathered for this purpose in the season

September–March and the resultant wax is employed in making candles, polishes, varnishes and gramophone records as well as in covering electrical cables and in waterproofing cloth.

The tree is of manifold utility. The roots are credited with medicinal properties, the fruit is edible, the fibre in the leaves serves for cordage and brooms, the pith forms a substitute for cork, and the timber has various uses.

GUANO.

The Humboldt current, in creating conditions favourable to fish life in Pacific waters, has provided food for myriads of sea-birds—among them the cormorant, pelican, lancer and booby. Their excrement, accumulating through the ages in almost rainless regions, so conserving its manurial value, is the guano of commerce. Peruvian guano was declared a Government monopoly in 1840. Guano is worked as a mineral, and may be described as an earthy nitrate or combined nitrate and phosphate rock. Chemical analyses follow respectively of high and low grade samples :—

High grade: sand and silica, 20 per cent.; humidity, 17 per cent.; nitrogen, 11 per cent.; phosphoric acid, 7 per cent.; potash, 2 per cent.

Low grade: sand and silica, 54 per cent.; humidity, 9 per cent.; nitrogen, 1 per cent.; phosphoric acid, 15 per cent.

The more important Peruvian deposits are found on islands including the Chinchas, Ballestas, San Gallan, Vieja, Asia and Pachacamac.

FURS.

Chinchilla of the finest quality commands prices commensurate with its extreme rarity. The animal is hunted in the high Andes, principally in Bolivia, Peru, Chile and Northern Argentina. It is in some sort a link between the rat, hare and squirrel, and whereas naturalists classify the animal into two species, fur dealers recognize five chief classes of skin :—

(*a*) Royal chinchilla, commercially " del Perú."
(*b*) Indian " " " Bastarda."
(*c*) Chilean " " " de la Plata."
(*d*) Bolivian " " " Real segunda."
(*e*) Ratón " " " Roedor " or " Marsupial."

The names are those of the Buenos Aires dealers and there are sub-classifications of each according to colour and condition.

Chinchillón, the produce of an inferior species of vizcacha, is obtained especially from Bolivia.

The several species of **fox** skins taken in Argentina include that customarily sold as jackal, although properly the pelt of *Caisis vitulus*. Common to a large part of South America, this animal

is abundant in central Argentina. The grey fox of the Patagonian region and two or three species of red fox provide furs which are regular articles of commerce.

Nutria fur, employed both by hatters and furriers, is obtained in large quantity from central and southern Chile, from Uruguay and Argentina. It is borne by the coypu, a rodent abundant on the banks of streams. The Paraná delta and Entre Rios province provide some of the most valuable nutria skins.

Seals are taken on the Uruguayan seaboard and more largely near Chiloe Island, on the Chilean coast, where skins of the first and also of inferior quality are obtained to the number of 15,000 or more per annum. Valuable **sea-otter** skins come in considerable quantity from southern Chile.

PANAMA HATS.

The straw hats which have earned a deserved celebrity under this name are rarely manufactured in Panamá, but rather in Ecuador, Colombia, and Venezuela. Ecuador was the original, and is still the chief source of production. The finest kind come from Montecristi, and coarser and cheaper ones from Cuenca and Jipijapa. The tocopilla palm (*Carludovica palmata*), a shrub 6 to 10 ft. high, bearing fan-shaped leaves, provides the requisite straw. The fibre is obtained by drying and shredding these leaves, and it is valuable in accordance with its colour, length, and fineness. The straw is moistened in course of the plaiting of the hat, and a light wooden block serves to shape the pattern. Women, children, and also men work at hat-making for the account of dealers, and a single hat, according to the degree of fineness, represents a task often of several days, and sometimes of months.

PLATINUM.

Colombia has been for some years the chief source of supply of this exceedingly valuable metal, where it is found in the western part of the country often in association with gold. The deposits are alluvial and the metal is recovered by mining companies using mechanical dredgers and by natives employing hand washing. The metal was found first in 1737 in the Atrato and San Juan Rivers in the Choco district, and was known as "oro blanco," or white gold. Two tributaries, the Condoto and Quito, are worked, and also the Patia River, with its southern affluents, and the Opogodo River. The output of some 52,000 oz. represents a value of about £1,000,000.

GOLD.

In South America three sources of gold are of recognized importance: The region of the Guiana highlands; the Brazilian plateau; and the Andes, chiefly in the northern area. Partly due to the difficulty of uncovering the lodes, the alluvial deposits have been the most worked in the Guiana highlands, although mining is carried on in the neighbourhood of Ciudad Bolívar (Venezuela). In Brazil,

where gold has been mined in Minas Geraes State for over two centuries, the labour difficulties militate against a fuller production. Gold is recovered in course of copper-mining in Chile and Peru, and gold is found independently in quartz veins in Andine districts isolated for want of transport facilities.

Of a world production estimated in 1927 at 19,460,257 ounces fine the South American continent is credited with 705,987 ounces, or approximately 2½ per cent. The calculation excludes the small Central American supply, which amounted to 165,533 ounces, and the Mexican, estimated at 721,792 ounces fine in the same year.

SILVER.

Worked formerly for its own sake in the high plateau and on the eastern side of the Andes, the status of silver is now rather that of a by-product of copper-mining. It is associated especially with the grey copper ores and sometimes in sufficient richness to defray the working cost, leaving the copper content as profit. Otherwise silver exists principally as red oxide sulphide or as galenia, generally in a quartz matrix. The single district, Cerro de Pasco (Peru), is recorded to have furnished silver worth £40 millions in the nineteenth century. Silver from the Andean region constituted a chief attraction to European enterprise in the sixteenth century, and from its existence and employment by the Indians comes the name of Argentina.

Approximately 12 per cent. of the silver of the world is produced in South America, and 30 per cent. in Mexico. Peru produces annually over 21,000,000 ounces.

TIN.

Bolivia is one of the few countries of the world possessing really rich veins of tin, and it is accountable for approximately one-fourth of the world supply. There are smaller deposits in Mexico, Colombia, Peru, and in the mineral region of Argentina.

In extracting the metal the first process is the grinding of the ore, which is then washed to remove impurities. The earthy matter and some of the foreign metallic ores present are easily eliminated in this process. The ore is then roasted in a reverberatory furnace and the sulphur and arsenic are expelled. The roasted ore is mixed with fuel and limestone and again subjected to great heat in the reverberatory furnace to bring the whole into a state of fusion, which should continue for about eight hours. The lime unites with the remaining earthy matters and flows off as slag, and the coal reduces the oxide tin to its metallic state. The tin thus obtained needs to be further refined in order to command the highest price.

The tin zone in Bolivia has four districts—La Paz in the north, Oruro in the centre, Chorolque in the south, and Potosi in the east. The city of Oruro is the tin metropolis. Much of the mining country is in the Cordillera Real Range, and the lodes are found at altitudes of from 11,000 ft. to 16,000 ft.

NITRATE.

The nitrate obtained in northern Chile is the nitrate of soda valued as a source of fixed nitrogen for use in agriculture and in chemical industry. The deposits are of unrivalled extent and constitute a vast natural monopoly, tempered only by the development in other countries of synthetic methods of combining nitrogen. They occur in the rainless parts of Tacna, Tarapacá, Antofagasta and Atacama provinces over an area of about 400 miles in length, extending 40 to 100 miles inland, chiefly at elevations of 3,000 to 5,000 feet above the sea. The article is much the largest single Chilean export and the dues levied upon export constitute an important part of the national revenue. The industry began in 1830 with an export of 800 tons, whereas now 2,000,000 tons or more are not uncommonly shipped to other countries. Nitrates support, directly or indirectly, the bulk of the population of a region inhabited by 250,000 people, having no vegetation, virtually no water, and situated far from all the necessaries of life. Foods for man and beast, apparel, building material and machinery, fuel, and even water, have all to be imported. Even the soil has been imported for making public and private gardens.

The apparent origin of the nitrate deposits, as of other salts found in the region, is volcanic. Water descending from the mountain sides into the rainless desert loses itself in lakes or marshes without reaching the sea, leaving behind a salty deposit upon evaporation. These basins, formed in times long past, form the nitrate beds.

The generic name for workable deposits of crude nitrate is "Caliche," and the material varies in colour from white, yellow, orange, grey, blue, violet to brown.

The operations of extracting commercial nitrate from the crude material are performed at works known as "Oficinas." The methods employed involve crushing, boiling and crystallization. By use of improved processes material which would formerly have been discarded as too poor in quality can now be manipulated to good profit.

Caliche occurs :—

As bedded or stratified deposits, and in pockets covered with layers of conglomerated salts, gravel, and earth.

As impregnations in decomposed surfaces of volcanic rocks.

As efflorescences on the surface of salt fields.

As cavities in calcareous formations.

ANALYSES OF TYPICAL "CALICHE" AND "COSTRA."

	Caliche per cent.	Costra per cent.
Nitrate of Soda	36	17
Chloride of Sodium	32	2
Sulphate of Sodium	8	72
Sulphate of Lime	8	2
Insoluble Matter	14	1
Other Salts, including Magnesia, Potash, Iodine, Iron, etc...	2	6
	100	100

The "Chuca" consists of a top layer of about from 10 to 16 inches of loose sand and earth containing some anhydrous sulphates of soda and lime. The "Costra" is a mixture of disintegrated feldspar and porphyry, common salt, etc., cemented together into a hard mass by calcareous and other salts to a thickness of from one to ten or more feet, merging into the "Congelo," a somewhat similar congested, solid mass several feet in thickness, containing varying amounts of nitrate, not rich enough to extract under present conditions. Below the "Congelo" is found the "Caliche." Except in the richest beds, the "Caliche" is composed of materials similar to the beds above it and the beds vary in thickness from 18 inches to 12 feet. The best quality contains 40 to 50 per cent. of nitrate. The average quality worked contains 30 to 40 per cent.

COPPER.

Nearly one-fifth part of the world's copper is extracted in South America.

Mining is carried on most largely in Chile, which ranks second only to the United States as a source of the metal, and also upon an important scale in Peru. Chilean copper ore contains silver to an average of probably 10 oz. per ton and sometimes appreciable proportions of gold. Concentrates are shipped for smelting and refinement abroad, and the most improved plant and machinery is in use. The ore has to be worked at great altitudes and often in deep shafts. Very large modern smelting plants have been introduced in Peru.

The South American output is thus estimated in terms of blister copper for the year 1928 :—

	Tons.		Tons.
Chile	270,000	Bolivia	8,600
Peru	52,000		
Total	330,600 tons		

Two other Latin American sources call for mention—Mexico with 64,000 tons, and Cuba with 15,500 tons.

MANGANESE.

The series in which the manganese deposits are chiefly found in Minas Geraes State, Brazil, is itacolumite. This rock consists of micaceous quartz passing into an iron mica schist or schistose quartzite and from that to an almost pure iron ore. These iron-bearing beds are locally known as Jacutinga, from the fancied resemblance of the iridescent surface to the plumage of the Jacu bird. The denuded outcrops of the Jacutinga beds are generally covered with a thick sheet of coarse ferruginous conglomerate called "Canga." The connection between the manganese ore and the Jacutinga and limestone is intimate, the entire thickness of strata between the two limestone beds consisting of oxide of iron and manganese mixed with quartz.

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PETROLEUM.

It is calculated that the Western hemisphere provides five-sevenths of the world's supply of mineral oil. Of the estimated grand total of 1,322,896,000 barrels (1928) the United States is credited with 902 million barrels, or 72 per cent. Adding the Mexican quota of 64 million barrels it appears that North America contributed 77 per cent. of the total for the year.

There are well-recognized geological similarities between the northern and southern American continents, and oil production increases in South America. The supplies aggregated 103 million barrels in 1927, equivalent to 8·41 per cent. of the world total. The following indicates the production of the several countries :—

Venezuela	106,000,000 barrels
Colombia	19,900,000 ,,
Peru	11,970,000 ,,
Argentina	9,100,000 ,,
Trinidad	7,750,000 ,,
Ecuador	1,050,000 ,,

It is noteworthy that, with one exception, the principal sources of oil in South America adjoin the coast. The most productive Colombian source is 350 miles inland in the Middle Magdalena region. In Venezuela the supplies are obtained in the area around Lake Maracaibo; in Peru, and in Ecuador from the narrow seaboard, and in Argentina from the coast of Chubut.

The largest recent developments have occurred in Venezuela, and the fields of the Lake Maracaibo area have attained an output which makes the country second in importance among the producing countries of the world. The Mene Grande field, the first to be developed in Venezuela, is some twelve miles inland from the lake shore. Mr. Campbell Hunter reports the wells to range from 1,000 to 2,700 feet in depth; the oil is asphaltic, of about ·956 specific gravity. The La Rosa field on the east shore of the lake was hardly developed at all before 1922, when a single well afforded 1,000,000 barrels in nine days. In the El Mene field, 33 miles inland from the eastern lake shore, oil strata 200 feet thick are found at 800 to 1,200 feet depth.

In Colombia the output of little more than one million barrels in 1925 advanced to 19 millions in 1928 as an outcome of extended experience in drilling along the Magdalena and Carare Rivers and of the enlargement of the pipeline which conveys the oil to the coast. The provision of pipelines hundreds of miles long in a tropical country is itself a task of great magnitude calling for large capital and a high degree of engineering skill.

In the northern oil zone of Peru, between Tumbes and Paita, oil is found at four levels, respectively known as the Zorritos, Lobitos, Negritos and La Brea horizons, extending to 17,000 feet depth. The coarse and porous sandstones of these strata are saturated with oil and in general there is an absence of water. Several wells have proved exceptionally long lived.

IODINE.

Traces of iodine remaining in Chilean nitrate account in part for the superior manurial value of that article. Iodine occurs as a by-product of the nitrate oficinas where it is obtained from the crystallization of the washing liquors and is technically available in quantities exceeding the world's demand. Recent medical research in establishing the high importance of iodine in the treatment and prevention of diseases, the feeding of stock and the sterilization of germs has enlarged the potentialities of consumption.

BORAX.

Approximately half the world's supply of borax is obtained from a single source in Chile, the Lake Ascotan, 15,000 feet above sea-level. Deposits of borate of lime occur at many other points in the highlands of Peru, Bolivia, and Chile. The mineral is mined at Ascotan from the shallow parts of the lake, where it is found in a layer 12 to 30 inches thick, underlying a hard and valueless protecting crust. The raw material is cut and left to dry in the sun and wind, preparatory to calcination. The crude mineral is thereafter refined to form bi-borate of soda—the borax of commerce.

The supply is adjusted in quantity to meet the international demands of the glass, pottery, tanning, drug, food, and metallurgical industries.

BAUXITE.

Oxide of alumina, or bauxite, the commercial source of the metal aluminium, is a soft, porous rock existing in sufficient purity and in accessible situations at relatively few points. It is obtained in British Guiana in quantities up to 200,000 tons a year, and in Dutch Guiana up to 85,000 tons a year, forming together about one-fifth of the world production. If smelted, bauxite yields about 50 per cent. of metallic aluminium, and if converted into sulphate of aluminium has important uses in dyeing, tanning, and sewage purification. In a calcined form it affords abrasive materials of much value, and it serves also to make quick-setting cements and furnace linings.

Book Notices

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

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BOOK NOTICES.

South America. An Economic and Regional Geography with an Historical Chapter. By E. W. SHANAHAN, M.A., D.Sc.Econ. Methuen & Co., London, 1927. 318 pp. 50 Maps and Diagrams. 14s. net.

The subject is considered from a geographer's point of view. Political boundaries take a second place, and a clear view is presented of the divisions into which the continent naturally falls. The tropical lowlands of the north, the Guiana highlands, the plateaux of Brazil and Patagonia, the Pampa, the Chaco and the Andes are considered at length. The great rivers and the forests are brought under review and the influence of the geographical features upon the climate, crops, resources, communications, settlement and industries is demonstrated. The treatment is systematic and orderly, and a book designed in the first instance for advanced students of geography affords a view of South America as a whole and in detail for the interest of any who wish to arrive at a grasp of the essentials.

South America. Observations and Impressions by JAMES BRYCE. 611 pages and Maps. Macmillan & Co., London, 1920. 20s. net.

The work is invaluable to those who would see South America in its relation to the past, the present, and the future. Eleven chapters are devoted to the record of a journey across the Isthmus and down the coast of Peru, inland to Cuzco, Lake Titicaca and La Paz, south to Valparaiso and the Straits of Magellan and to Argentina, Uruguay, and Brazil. So far as relates to travel the book is informative without being excessively detailed, and the comparison of the physical characteristics of South America with those of the comparable parts of Europe, Asia, and Australia, are full of illumination. The final two-thirds deal with the Rise of New Nations, the Relation of Races, the Relation of South America to Europe, Political Life in South America, and with Reflections and Forecasts based upon the past and present of the peoples of the several Republics.

If You Go to South America. By HARRY L. FOSTER. John Lane, London, 1928. 443 pp. Illustrations and Maps. 10s. 6d. net.

More graphic and light than most guide books and written for an American public, this work aims at removing misconceptions no less than at furnishing helpful information. A just idea is conveyed of the wide range of contrasts experienced in the circuit of the continent. Cuba, Panamá, Venezuela and Colombia are dealt with before proceeding with the tour of the West Coast and Bolivia, the rail journey from Chile across Argentina and the Magellan passage. Glimpses are given of Buenos Aires, Montevideo, São Paulo and the Brazilian ports and cities northward to Pará and Manáos. A balance is maintained between impressions and concrete information; and interest in the South American scene is agreeably stimulated and informed.

The South American Tour. A Descriptive Guide by ANNIE S. PECK, M.A., F.R.G.S. 379 pp. 87 Illustrations and Coloured Map. Hurst & Blackett, London (Fourth Edition), 1924. 18s. net.

Written by an American primarily for the use of American tourists, this book "is designed not merely as a complete and accurate guide for the tourist visiting the East and the West Coasts, but for giving some idea of the culture of the people, the magnificence of the scenery, and the splendour of the great cities." Panamá, the coast of Ecuador, Callao and Northern Peru, Lima, Arequipa, Cuzco, La Paz, the coast from Arica to Valparaiso, and the city and surroundings of Santiago, are all described in painstaking detail. The Transandine journey via Mendoza to Buenos Aires, with excursions to Iguazu, are dealt with, as are visits to Santos, Rio de Janeiro, and Northern Brazil.

The Real, 'Round South America. By HARMAN BLACK. 244 pp. 118 Illustrations. 2 Maps. Simpkin, Marshall, Hamilton, Kent & Co., Ltd., London, 1924. 10s. 6d. net.

In this book, a New York magistrate gives a pleasantly intimate account of a scamper in South America. The tour leads through the Panama Canal to Callao, thence to Mollendo and Arequipa; up to Cuzco, and across Lake Titicaca to La Paz; southwards by rail to Atocha, with a motor-car journey to La Quiaca, and train through Argentina to Buenos Aires. The return by steamer includes calls at Montevideo, Santos, and Rio de Janeiro.

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Latin America in World Politics. An Outline Survey. By J. FRED RIPPY. Knopf, 1929. 15s.

This book, by an American author, deals with the past and present attitude of Great Britain, France, Germany, and the United States to the South American Republics. The Pan-Hispanic movement, the Japanese factor, and Italian immigration are also dealt with. There are pungent criticisms of the author's own countrymen in the chapters headed "Recent Difficulties With Panama"; "The Nicaraguan Muddle"; "The Mexican Problem"; and "Causes of Latin American Suspicion and Hostility."

History of Latin-America. By HUTTEN WEBSTER, Ph.D., Professor in the University of Nebraska. Coloured Maps, Photographs, etc. 243 pp. D. C. Heath & Co., London, 1924. 6s. net.

Intended primarily for use in North American schools and colleges, the history is acceptable also to the general reader as an introduction to Latin-American history and civilization. The narrative is brief, the language simple, and the arrangement orderly.

Rise of the Spanish American Republics. By W. S. ROBERTSON. D. Appleton & Co. 16s. net.

The story of the lives of the liberators.

History of the Latin-American Nations. By W. S. ROBERTSON. D. Appleton & Co. 18s. net.

A history from the earliest times to the present day.

A Traveller of the 'Sixties. Being Extracts from the Diaries kept by the late Frederick James Stevenson of his journeyings and explorations in Brazil, Peru, Argentina, Patagonia, Chile, and Bolivia during the years 1867–1869, selected, arranged, and edited with a memoir by DOUGLAS TIMINS. Constable, 1929. 12s. 6d.

These are the impressions, never meant for the press and therefore the more faithful, of a shrewd, observant, good-humoured traveller who roughed it for two years in the South America of seventy years ago.

The New Map of South America. By HERBERT ADAMS GIBBONS, Ph.D., Litt.D., F.R.Hist.S. Jonathan Cape, 1929. 12s. 6d.

Most of the book deals with the natural resources and conditions of South America countries, but its purpose is to induce readers to study the problem of Pan-American relations.

Commercial Travellers' Guide to Latin America. By ERNEST B. FILSINGER, Department of Commerce, the Bureau of Foreign and Domestic Commerce. Government Printing Office, Washington, 1926. $1.25. 767 pages and Maps.

Compiled with the assistance of United States Government agents in all parts of Mexico, Central and South America, and the West Indies, primarily for the use of American commercial travellers, the Guide affords information useful to others.

The Arcturus Adventure. By WILLIAM BEEBE. G. P. Putnam's Sons, 1926. 25s. net. 439 pp. Coloured illustrations.

The least-known aspects of marine life are described in popular language by an oceanographer in charge of a scientific expedition to the Sargasso Sea, the confines of Cocos and the Galapagos Islands. A bow pulpit lowered close to sea-level allowed close observation to be made of the aquatic life of the surface. A boom-walk rigged outboard permitted netting and trawling to be carried on at different depths, free from disturbance by the ship's propeller. With the aid of a glass-bottomed punt the swarming life of the inshore waters was studied. In diving helmets and bathing dress members of the staff spent hours on the sea floor among swaying weeds and coral ridges, with sea lions, sharks, groupers, pigfish and devil fish for company, as well as myriads of small tropical fish.

Among Wild Tribes of the Amazon. An Account of Exploration and Adventures on the Mighty Amazon and its Confluents, with Description of the Savage Head-hunting and Anthropophagous Tribes Inhabiting their Banks. By CHARLES W. DOMVILLE-FIFE (author of "The Real South America," "The States of South America," etc.). Seeley Service & Co., Ltd., London, 1924. 27 Illustrations, 6 Maps. 282 pp. 21s. net.

The book is the outcome of river voyages undertaken from Pará and Manáos beyond the limits of steam navigation. The Tapajós, Great Madeira, Gy-Paraná, Chimbiri-Yacu, and Ucayali are among the rivers traversed. The journey leads up to the Peruvian Montaña.

The Naturalist on the River Amazon. By HENRY WALTER BATES. With an Appreciation by CHARLES DARWIN. J. M. Dent & Sons, London (No. 446 Everyman's Library Series). 406 pp. Maps and Illustrations.

The eleven years, beginning 1848, which the great pioneer naturalist spent in the Amazon Valley were directed firstly to entomological discovery. They included observation of bird, animal and reptile life, and they brought the author into the closest and kindliest touch with the people of the region. The work leaves an ineffaceable impression upon the mind, and the growth of cities, the improvement of transport, the extinction of species, and the changes of custom rob it of none of its interest. Nobody has entertained a higher estimate of the possibilities of equatorial South America.

A Botanist in the Amazon Valley. By R. RUGGLES GATES. Witherby, 1927. 7s. 6d. net. 252 pp. 4 Photographs and Map.

The sub-title is "An account of the flora and fauna in the land of floods," and the author is Professor of Botany in the University of London. To a light description of the voyage to Pará and Manáos, followed by up-river steamer and launch journeys, are added notes on the palm and other trees of the region. A readable companion upon the tour of the Amazon Valley, it is not too abstruse for the unscientific and it affords a variety of sidelights to the stay-at-homes.

A Naturalist in the Guianas. By EUGENE ANDRE (originally published 1904, Smith Elder & Co.). 310 pp. 34 Illustrations and a Map. John Murray. 15s.

The author led two expeditions up the Orinoco River and its tributary the Caura (known in its headwaters as the Merwari). That of 1897-98 to Temblador and Mount Turagua is lightly described. That of 1900-01 in dug-out canoes from La Prision up to Mount Ameha, "where the evil spirits dwell," towards the Brazilian frontier is recorded in detail. Of fourteen men who set forth, six weak and wasted frames returned, and their hardships make a moving story.

Naturalist's Voyage of the "Beagle." By CHARLES DARWIN. Dent. (Everyman's Library.) 496 pp. 2s. net.

The voyage was undertaken in 1831, and the great naturalist's account of his discoveries has given to innumerable young minds their first clear conception of the South American coast. Certain of the author's observations upon natural history call for modification in view of later research.

Waterton's Wanderings in South America. By CHARLES WATERTON. Introduction and Explanatory Index by the REV. J. G. WOOD. Macmillan. 520 pp. 100 Illustrations. Out of print, available at second-hand.

The "Wanderings" have always held a special fascination for boys and lovers of Nature. They relate to three journeys to Demerara and to the period 1812-1824. The daring and eccentric character of the author is outlined by Mr. Wood, whose explanatory index largely amplifies the author's notes on the natural history of the Guianas.

The Naturalist in Nicaragua. By THOMAS BELT, F.G.S. J. M. Dent & Sons (No. 561 Everyman's Series). 306 pp. Map and Illustrations.

The book was described on the title-page of its first edition (1873) as "A Narrative of a residence at the gold mines of Chontales; Journeys in the savannahs and forests; with observations of animals and plants in reference to the theory of evolution of living forms." A mining engineer (and surely the most observant of his kind), Belt landed at Greytown from the R.M.S.S. *Solent* in 1868. His book compares fairly with that of Bates, and no more fascinating account of natural conditions in Central America has been published.

The Civilization of the South American Indians. By RAFAEL KARSTEN. Kegan Paul, 1927. 25s. net.

Five years in the Gran Chaco and Eastern Ecuador, coupled with a study of the existent literature of the subject, lead to something more than a bare description of tribal habits. Professor Karsten seeks to find in the mind of the native, and especially in his beliefs in magic, the clue to the origins of religious belief throughout the world.

The Times Book on Argentina. THE "TIMES." 1927. 332 pp. Illustrated. 17s. 6d.

A book of reference arranged systematically to supply the principal geographical, political, financial, productive, industrial and commercial data, especially with a view to trade relations, the whole forming a useful record of Argentine development.

Work and Play in the Argentine. By CAPTAIN J. MACNIE. T. Werner Laurie, Ltd., London. 188 pp. Illustrated. 10s. 6d. net.

The author settled in Argentina as an estanciero some 25 years ago, and returned to the "camp" after the war. The work is one of reminiscences chiefly in the Venado Tuerto district of Santa Fé, valuable for the light shed upon farming life, and of great interest to the potential estancia manager. Troubles with sheep, cattle pests, locusts, crops, estancia owners, peones, crops and markets, are recited with a breezy informality. Shooting, polo, racing, football, and birds, beasts and fishes, and the social life of the camp are amusingly discussed.

The Argentina of To-day. By L. E. ELLIOTT. Hurst and Blackett, 1926. 18s. net. Illustrated.

A description of Argentine life, scenery, and resources by a traveller who has had occasion to visit all parts of the country, and who brings to her work skill, discrimination, and a mind informed by extensive acquaintance with the remainder of Latin America.

The Land of Magellan. By W. S. BARCLAY. Methuen & Co., London, 1926. 240 pp. Illustrated. 12s. 6d.

Past and present are skilfully woven into a narrative which invests the southern extremity of the continent with a new and richer interest. The successes, motives and failures of the early explorers are effectively illustrated by passages from contemporary records and the critical points of their voyages are identified for the advantage of the modern wayfarer. The interplay of conflicting national ambitions is traced, the natural perils of the passage are described, various popular fictions are exploded, informative details about the aborigines are supplied, and a just description is furnished of both the riches and the poverty of a much misunderstood land. No more welcome companion could be desired upon the voyage south–about the continent, and to others the work will seem as complete as readable.

The Conquest of the River Plate. By R. B. CUNNINGHAME GRAHAM. Heinemann, 1924. 15s. net.

The story of the first fifty years of the Spanish occupation. The past is conjured back vividly to life, and cause is shown to revise some conceptions of the character of the conquerors.

Ponce de Leon; or, The Rise of the Argentine Republic. By AN ESTANCIERO. T. Werner Laurie, London; Mitchell's Book Store, Buenos Aires. 435 pp. 12s. 6d. net.

Of its kind, the book is a classic. Published first in 1878, it remained for many years out of print, to be revived in 1910. The hero, Ponce de Leon, is a fictitious character no less than certain of the others who are portrayed as playing leading parts in the emancipation of Argentina from foreign rule, and the foundation upon May 25, 1810, of the great Argentine Republic. The main events of the story are, however, real, and taken from the pages of less dramatic historians.

Peopling the Argentine Pampas. By MARK JEFFERSON. American Geographical Society, New York, 1926. Maps and Illustrations. 211 pp.

The author lived in Northern Argentina in the eighties and revisited the region in the early 1920's. His book reviews colonization from its beginnings in 1852 and

affords interesting glimpses of experience. It concludes: "Thousands of immigrants, hundreds of whom are admirably equipped for the life of the pioneer, are on tiptoe to start as soon as word comes to them in trustworthy ways that by strenuous labour a man may with certainty win land of his own."

The River Plate Republics. A Survey of the religious, economic, and social conditions in Argentina, Paraguay, and Uruguay. By WEBSTER E. BROWNING. World Dominion Press, 1929. 5s.

A useful summary of the missionary work which is being done in this part of South America.

El Ombú. By W. H. HUDSON. 190 pp. Duckworth & Co. 3s. 6d.

The author explains in an appendix that "El Ombú" is mostly a true story, although the events did not occur in the order given. It is a tale of 1807 and of the lives of the persons upon an estate on the southern pampas of Buenos Aires, told with feeling and simplicity. The three shorter stories which eke out the volume also relate to early days in Argentina. "Marta Riquelme" introduces the reader to the mountains of Jujuy and to the Indian raids of the dead past.

Guía General de Missiones, 1928–29.

The second edition of Señor Sosa's excellent little guide to the province of Missiones, Argentina, and a great improvement upon the first. Much space is given to the development of the yerba maté industry. There are numerous photographs, plans, and statistical details.

Business Conditions in Argentina.

These excellent reports from Ernesto Tornquist & Co., Ltd., are issued quarterly. The Company also issues a monthly circular of useful statistics.

The English Directory and Argentine Annual, 1927-28. 286 Maipú, Buenos Aires.

Apart from the directory, this useful annual contains a complete and concise summary of the situation in commerce, finance, industry, agriculture, cattle raising, etc., along with numerous items of general information relating to every branch of Argentine activity.

Manual of Argentine Railways. By SIR STEPHEN KILLIK. Effingham Wilson, London. Large coloured Map. 2s. 6d. (Annual.)

The Argentine railway companies are dealt with from the financial point of view, and the Manual summarizes their accounts annually. The capital map showing all lines and all stations serves a wider use. The book occupies a unique position and has appeared annually from 1905.

Adventures in Bolivia. By C. H. PRODGERS, with an Introduction by R. B. CUNNINGHAME GRAHAM. John Lane, London, 1922. 232 pp. Sketches and Photographs. 12s. 6d. net.

The author was engaged in 1903 to investigate the rubber supply of Challana, and to penetrate districts from which white men were almost unknown to return. His experiences upon that and later journeys are told with a convincing air of reality. The contrast between the life of the tropical swamps and that of the healthful uplands "in the finest atmosphere in the world" is cut clearly.

The Conquest of Brazil. A Survey of its Land and its People. By ROY NASH. Cape, London, 1927. 18s. net.

The author, an American, has in view the economic development of the future, not the military conquest of the past. Travels through most parts of Brazil inform his examination of the potentialities of the country and among these the capabilities of the people rightly occupy a foremost place. Study of the topography, climate and physical resources and of the effects of colonization lead to the conclusion that the vast hinterland represented by the Amazon valley can best be occupied and developed by building up a dense population on the southern plateau and extending civilization gradually into the virgin forests.

In the Brazilian Jungle. By DIOMEDES DE PEREYRA. Bobbs-Merril Co., 1928. $2.

"It is a cross between a dime novel and a report on Brazilian jungle exploration. It is fantastic and realistic by turns. And most of the time it is very entertaining." —*New York Times.*

Peoples of Old. By AUGUSTIN EDWARDS. Benn, 1929. 28s.

The "peoples of old," of whom the author writes so delightfully, are the two peoples who, down to the Republic, made up the population of Chile—the native races who were in undisputed possession until the sixteenth century and the Spaniards who came to dominate, with immense difficulty, these earlier inhabitants.

My Native Land. A Comprehensive Survey of Chile. By AGUSTIN EDWARDS. Benn, 1928. Illustrated. 28s.

Señor Edwards, formerly Chilean Minister in London, contributed this volume to the Sixth International Congress of Historical Science. The work connects the present with the past, deals with Spanish and British influence in the creation of modern Chile, and enlarges upon the outcome of three centuries of effort in a country of unique physical characteristics. Graphic treatment is given to the natural, no less than the historical and industrial, sides of the subject.

Desert Trails of Atacama. By ISAIAH BOWMAN. Special Publication 5 of the American Geographical Society, Broadway, New York, 1924. 362 pp. Illd. $5.

The Desert of Atacama is not merely the small Chilean province marked with that name upon the maps. It includes the whole coastal desert extending 900 miles from Tacna to Copiapó, and no more luminous account of this rainless region could be desired. The author is a student of deserts, their origins, oases, scenery, uses and effects on man. His personal experiences spice an informing disquisition upon deserts in all aspects.

The Chilean Review. Issued Quarterly. Published by V. ECHEVERRIA, 2 York Gate, N.W.1. 10s. per annum.

"A social, economic and commercial survey of the Republic of Chile." Handsomely produced and illustrated, this Review publishes well-informed articles upon several aspects of Anglo-Chilean affairs.

On the Trail of the Unknown. By G. M. DYOTT. Butterworth, 1927. 21s. net.

Relates experiences encountered in crossing the continent at the Equator, ascending Mount Sangai, Tungurahua and Sumacha in Ecuador, and descending the upper waters of the Amazon by canoe and raft. Acquaintance was made with the lives of the Jivaro Indians.

Quito to Bogotá. By A. G. VEATCH. Introduction by Lord Murray of Elibank. Hodder & Stoughton, 1923. 20s. net.

The record of a thousand-mile ride undertaken in 1913 over the very difficult country between the capitals of Ecuador and Colombia.

The Golden River. Sport and Travel in Paraguay. By J. W. HILLS and IANTHE DUNBAR. 187 pp. 60 Illustrations. Philip Allan & Co., 1922. 10s. 6d. net.

The record of a fishing holiday begins with the arrival at Posadas upon the Upper Paraná. It tells of life on board the "shabby little motor launch, *Lelia*," the sights of Guayra and the Iguazu Falls, the big fish which were taken, and the methods effective in snaring dorado, surubé, pacú, salmon and others. The experiences are set forth in an unpretentious style which commands the sympathy and credence of those who think of holidaying in Misiones, Paraguay, and the Chaco.

History of the Conquest of Peru. By WILLIAM H. PRESCOTT. J. M. Dent & Sons, Ltd., London (301, Everyman's Library). 648 pp. 2s. Cloth.

Written in 1847 by the American historian, this classic has given entertainment to generations of boys and others, and it remained for long the chief source of knowledge concerning ancient Peru and the exploits of the Spanish conquerors.

Adventures in Peru. By C. H. Prodgers. John Lane, London, 1924. 250 pp. 14 illustrations. 12s. 6d. net.

The book does not relate exclusively to Peru, and it begins with experiences as a trader at Crusoe's Island, Juan Fernandez, a "lazy man's paradise" one of the most enchanting spots on earth." The random reminiscences include stories of the Buenos Aires Stock Exchange, and of success at the tables at Mar del Plata.

The Bridge of San Luis Rey. By Thornton Wilder. Longmans, 1927. 6s.

A tale of Colonial Peru and of a bridge between Cuzco and Lima told with an art which invests fiction with the sense of actuality. One of the most notable novels of the day, it depicts its time, place and people with a master hand.

Jungle Paths and Inca Ruins. By William Montgomery McGovern. Hutchinson, 1927. 21s.

An anthropologist describes a river journey from Pará up the Rio Negro into Colombia and then over the Andes into Peru. The author carried a stock of goods to pay his helpers, lived upon friendly terms with the native tribes, and accumulated an infinity of odd information.

The Purple Land. By W. H. Hudson. Duckworth & Co. 355 pp. 3s. 6d.

The land is Uruguay—the rolling and romantic Banda Oriental. In the author's own words: "The rambles and adventures described take us back to the late 'sixties or early 'seventies of the last century, when the country was still in the condition in which it had remained since the colonial days." The adventures—amorous, military and other—of young Richard Lamb form a useful vehicle for Hudson's highly individual talents: they carry the reader through a large part of the "little Belgium of the New World."

Green Mansions. A Romance of the Tropical Forest. By W. H. Hudson. Duckworth. 315 pp. 3s. 6d.

The Mansions of the title are the forests of Venezuela south of the Orinoco River—the forests of Guayana. As Abel the narrator explained to Rima, the most exquisite of all Hudson's characterizations: "Guayana . . . is so large that you could go travelling for months without seeing the end. . . . . Rivers, rivers, rivers, with forests between, and other forests and rivers beyond. . . . And savage people and natives and tribes—shall I name a hundred or more?"

Bolivar: El Libertador. By Michel Vaucaire. Translated by Margaret Baines Reed. Constable, 1929. 7s. 6d.

A handy little volume containing a well considered account of one of the most spectacular figures of the nineteenth century and the greatest hero in South American history.

Bolivar. By Henry Rowan Lemly. Stratford Co., Boston, 1928. $4.

A detailed history of Bolivar the first complete account to be published in English. There is a map and 22 good illustrations.

José Antonio Páez. By R. B. Cunninghame Graham. Heinemann, 1929. 15s.

A beautifully written and stirring account of the life of Paez, "a man uneducated in any school but that of nature, honest and straightforward, level-headed and brave," who raised the llanos and led them under the patriot banner to help the cause of Bolivar during the War of Independence.

Terry's Guide to Mexico. With Chapters on Cuba, the Bahama Islands, and the Ocean Routes to Mexico. By T. Philip Terry, F.R.G.S. 830 pp. 2 Maps, 27 plans. Houghton, Mifflin Co., Boston, and Gay and Hancock, Ltd., London, 1923. 10s. net.

The standard guide to its own part of the world, giving in great detail particulars of what is best worth seeing in Mexico.

Life in Mexico. During a Residence of two years in that Country. By MADAME CALDERON DE LA BARCA. With an Introduction by H. BAERLEIN. J. M. Dent & Sons (No. 664 in Everyman's Series). 542 pp.

A Scotswoman, the wife of the Spanish Ambassador to Mexico (1840–42), Madame Calderon de la Barca had the gift of letter-writing, combined with insight and the habit of close observation. Her letters from Mexico, written for the edification of her friends, compose a book giving a peculiarly intimate account of Mexican life and affairs in the middle of the nineteenth century.

Mornings in Mexico. By D. H. LAWRENCE. Secker, 1927. 7s. 6d. net.

A literary artist's revelation of the natural beauties of a small part of Southern Mexico, with some account of the life of the villages and the traditional Indian dances.

The Myths of Mexico and Peru. By LEWIS SPENCE. George G. Harrap & Co., London, 1920. 10s. 6d. net. 365 pp. 52 page Illustrations, and Drawings and Maps.

A systematic treatment is given to the Civilization and Mythology of Mexico, the Mayas and their myths, and to Old Peru and its most interesting archæology.

Maya and Mexican Art. By T. A. JOYCE. Illustrated. "The Studio." 10s. 6d. net.

Photographs, chiefly of architecture, sculpture and pottery, are accompanied by a short account of a culture believed to be the oldest in Central America.

Mystery Cities, Exploration and Adventure in Lubaantun. By DR. THOMAS GANN. Duckworth, 1926. 21s. Illustrated.

Maya Cities. By DR. THOMAS GANN. Duckworth, 1927. 21s.

Mexico and its Heritage. By ERNEST GRUENING. Stanley Paul, 1929. 21s.

In 1922, Dr. Gruening set out to discover why there are revolutions in Mexico. After five years' study and travel he has produced his answer in this 700-page volume. "In Mexico," he writes, "a society that in part is primitive . . . is invaded by modern industrialism and many ultra-modern social theories," breeding social discontent and upheavals.

The Central Americans. By ARTHUR RUHL. Charles Scribner's, 1928. 12s. 6d.

A popular "write-up" of the author's adventures and impressions between Mexico and Panama, with a strong American bias.

Ancient Cities and Modern Tribes. By DR. THOMAS GANN. Duckworth, 1926. 21s.

Accounts of the author's expeditions made to the ancient cities of Guatemala and British Honduras and of their architectural and other remains.

Central America. New Paths in Ancient Lands, by L. E. ELLIOTT. Methuen, 1924. 15s. net. 280 pp. Illustrated.

An interesting description of the scenery, people and industries of Guatemala, Nicaragua, Honduras, Salvador, Costa Rica and British Honduras, with glances at their historical development.

Brief Sketch of British Honduras. By SIR JOHN BURDON, K.B.E., C.M.G. 42 pp. and Map. West India Committee, 1927. 1s. net.

The pamphlet compresses into a small compass all that is most necessary to know about the colony, and forms a valuable addendum to the "Handbook" by Metzgen and Cain, 1925. The author is the Governor of the colony and is convinced that it is "on the threshold of great advance in development, trade, wealth and prosperity."

The Isthmian Highway. A Review of the Problems of the Caribbean. By HUGH GORDON MILLER. Macmillan, 1929. 18s.

This book, written by an eminent American lawyer, is primarily concerned with the

political, strategic, and moral problems arising out of the command exercised by the United States over the inter-oceanic highways across the Central American Isthmus.

The West Indies. With British Guiana and British Honduras. By GEORGE MANINGTON, F.R.G.S. Leonard Parsons, London, 1925. 304 pp. Photos and Map. 15s. net.

Lord Olivier, in his foreword, welcomes the book as pleasantly and brightly written, forming an agreeable companion to and commentary on Mr. A. E. Aspinall's admirable "Pocket Guide to the West Indies." This dictum is confirmed upon perusal of the contents. The Islands and the two British possessions upon the mainland are described *seriatim* with a nice sense of the facts.

The Handbook of the British West Indies, British Guiana, and British Honduras, 1929-30, compiled by SIR ALGERNON ASPINALL. Obtainable at the West India Committee Rooms, 14 Trinity Square, E.C.3. 5s.

This concise little handbook, with 232 pages of reading matter and a coloured map of the West Indies, contains invaluable information for both the tourist and the business man. A new feature of this issue is a chapter devoted to sport.

A Wayfarer in the West Indies. By ALGERNON ASPINALL, C.M.G., C.B.E. 256 pp. Illustrations and Map. Methuen, 7s. 6d.

Information for intelligent tourists as to the past and the present by an acknowledged authority upon West Indian affairs.

The Pocket Guide to the West Indies, British Guiana, British Honduras, the Bermudas, the Spanish Main, and the Panama Canal. By ALGERNON E. ASPINALL. Siston Praed, London. 488 pp. Photos, Maps, and Plans. 10s. net.

The standard guide book to its own part of the world.

Year Book of the Bermudas, the Bahamas, British Guiana, British Honduras, and the British West Indies. Published by the Canadian Gazette, 330 Gresham House, Old Broad Street, E.C.2. 7s. 6d.

The 1929 edition is larger by 100 pages than previous issues, and includes a map in colours, and a complete professional, as well as commercial, directory of each island.

Brown's Madeira, Canary Islands, and Azores. By A. SAMLER BROWN. With 22 Coloured Maps, Plans, and Diagrams. Simpkin, Marshall & Co., London, 1927. 7s. 6d. net.

The standard guide book to its own part of the world; a companion to the South and East African Year Book and Guide. The work is much more than a superficial handbook for tourists. It is a key to all the resources of the islands, their history, geology, topography, no less than to the expeditions that can be undertaken, the roads and hotels to use, and the objects of interest to seek.

Anuario Internacional y el Viajero en la Gran Bretaña, 1929-30. 241 pp. Coloured Map and Illustrations. Trade and Travel Publications, Ltd., London. 2s. 6d. net.

An annual publication in the Spanish language affording information chiefly upon Great Britain, British institutions and affairs, compiled for the interest of Spanish-speaking America, valuable in particular to travellers and business men.

Grã Bretanha : Seu Commercio e Industria. Edited and published by the São Paulo Chamber of Commerce, with a preface by SIR PHILIP CUNLIFFE-LISTER.

An admirable book, copiously illustrated, describing the growth of Great Britain's commerce and industries, particularly those whose products are of interest to a country like Brazil.

The SOUTH AMERICAN SERIES of books published by T. Fisher Unwin, Ltd., London, includes :—

Chile. By G. F. SCOTT ELLIOTT, M.A., F.R.G.S. Map and 39 Illustrations. 21s. net.

Peru. By C. REGINALD ENOCK, F.R.G.S. Map and 64 Illustrations. 18s. net.

Mexico. By C. REGINALD ENOCK, F.R.G.S. Map and 64 Illustrations. 15s. net.

Argentina. By W. A. HIRST. Map and 64 Illustrations. 15s. net.

Brazil. By PIERRE DENIS. Translated, and with an Historical Chapter by BERNARD MIALL. Supplementary Chapter by DAWSON A. VINDIN. Map and 36 Illustrations. 15s. net.

Uruguay. By W. H. KOEBEL. Map and 55 Illustrations. 15s. net.

Guiana. British, French and Dutch. By JAMES RODWAY. Map and 32 Illustrations. 15s. net.

Venezuela. By LEONARD V. DALTON, F.G.S., F.R.G.S. Map and 45 Illustrations. 15s. net.

Colombia. By PHANOR JAMES EDER, A.B., LL.B. 2 Maps and 40 Illustrations. 15s. net.

Bolivia. By PAUL WALLE. 4 Maps and 59 Illustrations. 18s. net.

Paraguay. By W. H. KOEBEL. Map and 32 Illustrations. 15s. net.

Central America : Guatemala, Nicaragua, Costa Rica, Honduras, Panama and Salvador. By W. H. KOEBEL. A Map and 25 Illustrations. 15s. net.

BOOKSELLERS' LISTS.

Old and new books upon the Latin-American countries are to be found in the general lists of many good bookselling houses, and among the booksellers issuing special lists may be noted the following firms :—

HENRY SOTHERAN & Co., 43 Piccadilly, London, W.1.
FRANCIS EDWARDS, 83 High Street, Marylebone, London, W.1.
WILLIAM GEORGE'S SONS, Cabot's Head, Bristol.
B. HALLIDAY, 14 High Cross, Leicester.
EDWARD W. AMES, 44 West 47th Street, New York.
H. W. WILSON Co., 958-972 University Avenue, New York.
KARL W. HIERSEMANN, 29 Königstrasse, Leipzig (Germany).
E. NOURRY, 62 Rue des Ecoles, Paris (France).
J. LEITE & CIA., Rua Regente Feijo, 12 Rio de Janeiro (Brazil).

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For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

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STEAMSHIP SERVICES.

BRITISH.

Argentine Navigation Company (Nicolás Mihanovich), Ltd.

(See also Uruguayan Navigation Co., Ltd., and Sud Atlantica Co.)

Head Office : 14 Leadenhall Street, E.C.3.

Buenos Aires : Calle Cangallo 300. Branches at Rosario, Asunción, Posadas, La Plata, Santa Fé and Mar del Plata.

Directors : London—Lord Kylsant, G.C.M.G. (Chairman), John C. Gibson, C.B.E., Arthur Cook, T. H. Carlton Levick, C.B.E., F. W. Lund. Buenos Aires—Alberto A. Dodero (Chairman), Luis Dodero, José A. Dodero, Sir Hilary H. Leng, W. J. Maclean, and E. Vallebona.

South American Fleet : 25 passenger steamers, 22 cargo vessels, 62 tugs, etc.

Passenger Services : Nightly in either direction between Buenos Aires and Montevideo.

Alto Paraná service between Montevideo, Buenos Aires, Corrientes, Posadas and Iguazú Falls ; bi-weekly to Corrientes, weekly from Corrientes to Posadas and weekly from Posadas to Iguazú Falls (bi-weekly in the season). Rosario and Corrientes, weekly.

Paraguay Line : To Asunción and Corumbá ; bi-weekly service to Asunción and fortnightly from Asunción to Corumbá.

Buenos Aires to Santa Fé service : Bi-weekly. Buenos Aires to Salto service : Four times weekly.

Buenos Aires to Gualeguaychú : Bi-weekly. Buenos Aires to Carmelo : Bi-weekly. Also regular cargo services. (*See* p. 54)

Blue Star Line.

Head Office : 40 St. Mary Axe, London, E.C.3.

Passenger and Cargo Services : London to Brazil and River Plate.

Booker Line.

Head Office : Booker Bros., McConnell & Co., Ltd., 77 The Albany, Liverpool.

Sailings from Liverpool to British Guiana, direct, monthly.

The Booth Steamship Company, Ltd.

Head Office : Cunard Building, Liverpool.

London Office : 11 Adelphi Terrace, W.C.2.

Services : (1) Liverpool to Pará and Manáos via Havre, Leixões (Oporto), Lisbon, and Madeira ; returning via Madeira, Lisbon and Leixões. Sailings : monthly.

(2) Liverpool to Maranhão, Cajueiro (Parnahyba), and Ceará via Leixões and Lisbon ; returning via Portugal. Sailings : monthly.

(3) Hamburg, London, Antwerp and Havre to Pará, Manáos, Maranhão, Cajueiro and Ceará via Leixões and Lisbon, returning via Portugal. Sailings : six-weekly.

(4) Liverpool to Iquitos (Peru) via Leixões and Lisbon, returning via Portugal. Direct sailings irregular ; with transhipment monthly.

(5) New York to Pará, Maranham, Ceará, Pernambuco, Maceió, Cabedello, Natal, and Cajueiro, returning to New York via Ceará, Pará and Manáos. Sailings : two every six weeks.

(6) New York to Bahia, Rio de Janeiro, Santos, Rio Grande do Sul, São Francisco, Paranagua, and Victoria, returning to New York via Pernambuco, Ceará and Pará. Sailings : monthly.

The British & Argentine Steam Navigation Co., Ltd.

Head Office : 53 Leadenhall Street, E.C.3.

Agents : Furness, Withy & Co., Ltd., Cardiff, Newcastle, etc. Houlder Brothers & Co., Ltd., Liverpool, and all South American ports.

Regular service between London, Liverpool, Argentina and Uruguay.

Cambrian Line.

London : The British and Continental Shipping Agency, Ltd., Coronation House, 4 Lloyd's Avenue, E.C.3.

Fortnightly service : Antwerp to River Plate.

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Conference Weir Line.

Chadwick, Weir & Co. (Argentina), Ltd., 25 de Mayo 516, Buenos Aires, and at Montevideo, Rosario, and Bahia Blanca.
Cargo Service: Calcutta–River Plate.

Cuban Line.

London: Ernest Bigland & Co., Ltd., Bevis Marks House, E.C.3.
Services: Antwerp, Hull, London to Cuba and Mexico.

Donaldson South American Line, Ltd.

Head Office: 14 St. Vincent Place, Glasgow.
Routes: Glasgow and Liverpool to Montevideo and Buenos Aires.
Sailings: Approximately monthly. No passengers are carried.

Elders and Fyffes, Ltd.

Head Office: 31–32 Bow Street, Covent Garden, London, W.C.2.
Services: Avonmouth, Liverpool, Rotterdam, to Kingston (Jamaica), Barbados, Trinidad, Port Limón (Costa Rica), Cristóbal (Panamá), Santa Marta (Colombia), and Tela and Puerto Castilla (Honduras).
The fleet does not carry cargo outwards.

Furness Lines.

Head Office: 56 Leadenhall Street, London, E.C.3.
Services: Passenger and Cargo, New York–Bermuda; New York–Trinidad and Demerara.

Gulf Line.

Proprietors: Nautilus Steam Shipping Company, Limited.
Head Office: 30 West Sunniside, Sunderland.
Sailings: Every three weeks from Glasgow, Liverpool, Tyne or Tees and London, with occasional calls at South Wales and Antwerp, to Chile, Peru, Ecuador, and Colombian Pacific ports. Most steamers proceed via Panamá Canal.
Cargo vessels with limited passenger accommodation.

Harrison "Direct" Line Steamers.

Agents: Prentice, Service & Henderson, 175 West George Street, Glasgow.
Brokers: Henry Langridge & Co., 16 Great St. Helen's, London, E.C.3.
Regular passenger and cargo service; London to Barbados, Grenada, Trinidad, other W.I. Islands and Demerara.
Monthly cargo service: Glasgow to the destinations above.
(See also Thomas and James Harrison.)

Thos. & Jas. Harrison.

Head Office: Mersey Chambers, Liverpool. London: Dock House, Billiter Street, E.C.
Services: To Pernambuco, Maceió, Cabedello, Aracaju, Natal, Barbados, Trinidad, and other W.I. Islands. Demerara, La Guaira, Puerto Cabello, Curaçao, Puerto Colombia, Cartagena, Cristóbal (with transhipment via Panamá Canal to West Coast Central, and South America and Mexico), Puerto Cortes, Puerto Barrios, Livingston and Belize, Kingston (Jamaica), Bermuda, and Nassau. Puerto Mexico, Vera Cruz, Tampico, and Progreso.

Houlder Brothers & Co., Limited.

Head Office: 53 Leadenhall Street, E.C.3.
Fast weekly service, from London and Liverpool alternatively, to River Plate ports by steamers of the Houlder Line, Limited, British & Argentine Steam Navigation Co., Ltd., and Furness-Houlder Argentine Lines, Ltd. Also from South Wales, fortnightly; returning from Buenos Aires, La Plata and Montevideo to London, Liverpool, Manchester and Continental ports. (*See* p. 600)

Houston Lines.

R. P. Houston & Co., London: 4 St. Mary Axe, E.C.3.
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Head Office : 10 Dale Street, Liverpool.

Cargo Services : Glasgow and Liverpool direct to Montevideo and Buenos Aires Occasional service to Rosario, Bahia Blanca, and other River Plate ports.

Lamport and Holt Line.

Head Office : Royal Liver Building, Liverpool.

Rio de Janeiro Office : Avenida Rio Branco. Buenos Aires Office : Edificio Britanico. There are agents in the principal towns of Argentina and Brazil, and also at Valparaiso and Lima.

Fleet : 42 boats of a gross tonnage of 273,002 (excluding tugs, etc.).

Routes : (1) From Liverpool and Glasgow, to Brazil, via Portugal.
(2) From Liverpool and Glasgow to the River Plate, via Spain.
(3) From Antwerp, Middlesbrough, and London to the River Plate.
(4) From New York to North Brazil, and vice versa.
(5) From New York to Central and South Brazil.
(6) From New York to River Plate ports.
(7) From Brazil to New York.
(8) From Brazil to New Orleans.
(9) From River Plate and Brazil to the United Kingdom and/or Continent, via Canary Islands, Portugal, and Spain.
(10) From River Plate to Brazil, Boston, and New York.
(11) From New York to Manchester.

The chief mail passenger service is that between New York, Brazil, and the River Plate, calling at the West Indies, taking 21 days.

Sailings : The service from the United Kingdom to South America and from New York to South America is weekly.

Voyage from the United Kingdom to Buenos Aires, about 24 days; from New York to Buenos Aires (via Brazil), about 21 days. (*See* p. 578.)

Leyland Line.

Frederick Leyland and Company, Ltd.

Head Office : 27 and 29 James Street, Liverpool.

Sailings : Liverpool to Barbados, Trinidad, La Guaira, Puerto Cabello, Curaçao Puerto Colombia, Cartagena; Colón and Cristóbal for Pacific ports; Glasgow and Liverpool to Bermuda, Nassau, Kingston (Jamaica), Vera Cruz, Tampico, Progreso, and Puerto Mexico.

Mac Iver Line

Head Office : 31 James Street, Liverpool.

River Plate Representative : W. Allinson Bell, 25 de Mayo, 489, Buenos Aires.

Routes : Liverpool to Montevideo, Buenos Aires, and Rosario (without transhipment). (*See* p. 594.)

Average passage, 19-24 days. Special attention to shipments of pedigree livestock.

Nelson Steam Navigation Company, Ltd.

Head Office : 98 Leadenhall Street, London, E.C.3.

Liverpool Office : 20 Water Street.

Buenos Aires Office : Edificio Britanico, Reconquista, 314.

Agents : Rio de Janeiro—Royal Mail Steam Packet Co.; Montevideo—Christophersen Hnos.

Routes : London and Liverpool to Canary Islands, Brazil, River Plate, via French, Spanish, and Portuguese ports.

Fortnightly service by new motor ships. (*See* p. 576.)

Nitrate Producers' Steam Ship Co., Ltd.

Head Office : Billiter Street, London, E.C.3.

Routes : (1) Tyne and Bristol Channel ports to the West Coast of South America, via the Magellan Straits, and thence to the United States; (2) West Coast of South America to U.K. and Continent. Cargo : Nitrate, etc.

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Telegrams: "Pacific," Liverpool.
Telephone: Bank 9150 (14 lines).
Directors: Lord Kylsant, G.C.M.G. (Chairman), the Duke of Abercorn, K.G., K.P., Sir Leslie Scott, K.C., A. Nevile Lubbock, T. Rome, Lord Suffield, Wm. Lewis.
General Manager: William Lewis. Assistant Managers: Ed. James and Albert Whiteside. Secretary: Thos. T. Ford.
Fleet: 27 vessels, with a gross tonnage of 195,076 tons (including tugs, launches).

ROUTES OF THE PACIFIC STEAM NAVIGATION COMPANY.

Mail, Passenger, and Freight Services:—

Liverpool.—La Rochelle Pallice, Santander, Coruña, Vigo, Bermuda, Havana (Cuba), Cristóbal C.Z., Balboa (Panamá), and West Coast of South America.

Liverpool.—La Rochelle Pallice (France), Santander, Coruña, Vigo, Rio de Janeiro, Santos, Montevideo, Port Stanley (Falkland Islands), Magallanes (Punta Arenas), West Coast of South America; returning to England via Panamá Canal, Cuba, Spain, and France.

New York.—Havana, Panamá, Peru, and Chile.

Freight Services from Liverpool.—Glasgow, Swansea, London, Hull, Middlesbrough, and Antwerp to East and West Coasts of South America, via Panamá Canal or Straits of Magellan.

New York.—Panamá Canal, Colombia, Ecuador and Peru.

Local Passenger and Freight Services:—

Cristóbal to Central American Pacific ports.
Cristóbal to Colombia and Ecuador.

(*See* pp. v–xii)

The Royal Mail Steam Packet Company.

(Established by Royal Charter, 1839.)

Head Office: Royal Mail House, Leadenhall Street, London, E.C.3
Telegrams: "Omarius Stock," London.
Telephone: Royal 9120 (21 lines).
Directors: Lord Kylsant, G.C.M.G. (Chairman and Managing Director), the Duke of Abercorn, K.G., K.P., A. B. Cauty, Wm. Lewis, A. Nevile Lubbock, P. G. Mylne Mitchell, the Rt. Hon. Sir Leslie Scott, K.C., Lord Suffield.
General Manager: P. G. M. Mitchell. Assistant Managers: J. Allsop and C. C. Barber. Secretary: D. I. Conradi, F.C.I.S.
Fleet (including that of R.M.S.P. Meat Transports, Ltd.): 42 vessels, with a gross tonnage (including tugs, launches, etc.) of 352,676. The fleets of the companies closely affiliated with the R.M.S.P. Co. have a gross tonnage of 2,313,883, making a grand total of 2,666,559 tons.

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(2) From Liverpool via France, Spain, Portugal to Rio de Janeiro, Santos, Montevideo, and Buenos Aires by R.M.S.P. "D" Class Steamers.

Freight Services:—

(1) Middlesbrough, Hull, Newport, Swansea, London, and Lisbon to Pernambuco, Maceio, Bahia, Rio de Janeiro, Santos, Rio Grande do Sul, and Paranagua.

(2) Regular three-weekly sailings Antwerp and London to Curaçao (for Maracaibo), Puerto Colombia (for Barranquilla), Cartagena and Cristóbal (for Panama City and Central American Atlantic and Pacific ports).

(3) Regular three-weekly sailings from Rio Grande do Sul, Florianopolis, São Francisco do Sul, Paranagua, Santos, Rio de Janeiro, Victoria, Bahia, and Pernambuco, to Continent and U.K.

(4) Regular three-weekly sailings from Central American Pacific ports (during the Coffee Season) and Cristóbal, to Hamburg, Bremen, Rotterdam, and Antwerp.

Regular fortnightly service from Cristóbal to Liverpool, Southampton, London and Rotterdam.

(*See* pp. v–xii)

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R.M.S.P. Meat Transports, Ltd.

Head Office : 14 Leadenhall Street, London, E.C.3.
The Directors, Secretary, Branch Offices, and Agents are the same as those of The Royal Mail Steam Packet Company (see page 585).
Routes : United Kingdom to River Plate.

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Head Office : Leadenhall Street, London, E.C.3.
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Buenos Aires : A. M. Delfino y Cia., Reconquista 335.
Passenger and cargo services : Buenos Aires and Patagonian ports—San Antonio, Madryn, Camarones, Comodoro Rivadavia, Deseado, San Julian, Santa Cruz, Gallegos, and Magallanes.

Compañia Mercantil y de Transportes " Domingo Barthe."

Head Office : Avenida de Mayo, 490 Buenos Aires.
Passenger service between Buenos Aires, Asunción, Posadas, and Iguazú.

S.A. Importadora y Exportadora de la Patagonia.

Head Office : Avenida Roque Saenz Peña 547, Buenos Aires.
Fortnightly, Buenos Aires to Magallanes, and intermediate ports.

Sud Atlantica.

Soc. Anon. de Navegación.

(See also Argentine Navigation Co. (Nicolas Mihanovich), Ltd., and Uruguayan Navigation Co., Ltd.)
Head Office : Calle Cangallo 300, Buenos Aires.
Services : (cargo only) Buenos Aires to Necochea, Buenos Aires to Patagones, Buenos Aires to Porto Alegre.

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Cie Royale Belgo-Argentine.

Head Office : Antwerp.
Buenos Aires : Bunge & Born, Ltd., Av. Leandro N. Alem, 510.
Regular Service : Belgian and River Plate ports.

Lloyd Royal Belge S.A.

Head Office : 67 Rempart St. Catherine, Antwerp. London : 101 Leadenhall Street.
Regular cargo service from Antwerp and Continental ports to New York, Brazil, Argentina, and Uruguay.

BRAZILIAN.

Amazon River Steam Navigation Company (1911).

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London Correspondents : Binder, Hamlyn & Co., 80 Bishopsgate, E.C.2.
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CANADIAN.

Canadian National Steamships.

Head Office: Montreal. London: 17–19 Cockspur Street, S.W.1.
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CHILEAN.

Borquez & Cia.

Head Office: Valparaiso.
Local service to north and south of Valparaiso.

Compañia Sud Americana de Vapores.

Head Office: Valparaiso, Calle Blanco 895.
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Sociedad Anónima Ganadera and Comercial "Menéndez-Behety."

Head Office: Magallanes, Magellan Territory.
Passengers and Cargo: Magallanes–Valparaiso, and intermediate ports; also to Argentine, Chilean Patagonian ports and Tierra del Fuego.

S. A. Gonzales, Soffia & Cia.

Head Office: Valparaiso.
Weekly service between Valparaiso and Arica, calling at Coquimbo, Huasco, Caldera, Chañaral, Taltal, Antofagasta, Tocopilla, and Iquique.

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Head Office: Rotterdam.
Passenger and Cargo Service: Rotterdam–Antwerp, via Spanish ports, to Havana, Vera Cruz and Tampico.
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Surinam Line : Three-weekly from Amsterdam, Dover to Madeira, Paramaribo, Demerara, Barbados, Trinidad, Venezuelan ports, Curaçao, Port au Prince, New York.

South Pacific Line : Fortnightly from Hamburg, Antwerp, Rotterdam and Amsterdam to Curaçao, Panamá, Guayaquil, Paita, Pimentel, Salaverry, Callao, Mollendo, Arica, Iquique, Antofagasta, Coquimbo, Valparaiso, San Antonio, Talcahuano, Corral.

Guatemala Line : Fortnightly from Hamburg, Bremen, Amsterdam to Porto Rico, Aux Cayes, Kingston, Santiago de Cuba, Port au Prince, Cap Haitien, P. Plata, San Pedro de Macoris, San Domingo City, P. Barrios and Livingston.

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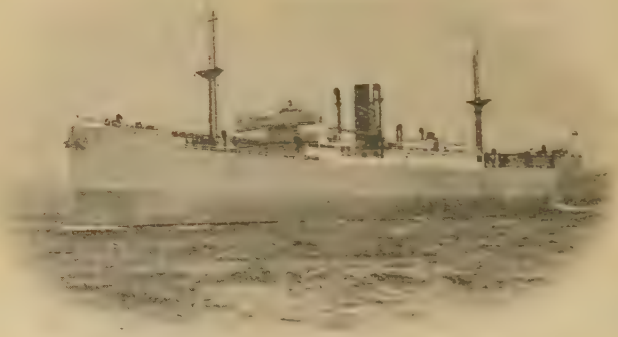

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Skoglands Linje.

Head Office: A. S. Haugesund; Skoglands Linje (Brasil), Ltd., Rio de Janeiro and Santos and other Brazilian ports.
Regular cargo steamers between Europe–Brazil–River Plate, and Brazil–New Orleans and New York.

Westfal-Larsen & Co., Als.

Head Office: Bergen.
Monthly Cargo Services: Vancouver, San Francisco via Magellan Straits to River Plate and Santos, and returning San Francisco, Vancouver via Panama Canal.

Wilhelmsen Line.

Head Office: Oslo.
New York to Brazil and River Plate, New York direct to River Plate, and from River Plate to Continent.
Norway, Sweden, Baltic to U.S.A., Cuba, Mexico.

Winge & Co.

Head Office: Oslo.
Services: Fortnightly, with passengers and cargo from San Antonio, Valparaiso, and intermediate ports to San Francisco and Vancouver.

PERUVIAN.

Compañia Peruana de Vapores y Dique del Callao.

Head Office: Callao. Floating dry dock for vessels up to 7,000 tons.
Service every ten days to Cristóbal, Buenaventura, Guayaquil, Callao, and southern ports. Monthly with passengers and cargo, Callao–New York with intermediate calls.

SPANISH.

Cia Naviera Sota y Aznar.

Head Office: Bilbao.
Services: Hamburg, Rotterdam and Antwerp to Montevideo ports and Buenos Aires via Bilbao and Gijon.

Compañia Transatlantica.

Head Office: Plaza Medinaceli 8, Barcelona.
Liverpool Agents: Larrinaga & Co., Ltd., 30 James Street.
Sailings from Spain to Canarias, Puerto Rico, Havana, Vera Cruz, New York, Colón, Rio de Janeiro, Montevideo, Buenos Aires, Fernando Po, Manila.

Ybarra Line.

Head Office: Calle San José 5, Seville.
Services: Spain to Brazil.

STEAMERS FOR DRY DOCKING AND REPAIRS BRISTOL CHANNEL AND LOADING PORT NOT FIXED

APPLY

Prince of Wales Dry Dock Co. (Swansea) Limited,

Tel. Address: "Prince, Phone." **SWANSEA.** *Telephone: No. 4126 (3 lines).*

Dry Dock 455 feet long. 60 feet clear at entrance. Situated outside Loading Docks, Swansea, and steamers using our Dry Dock free to load other Ports without incurring Swansea Port Dues.

Accommodation for two Modern Steamers, also Repairing Berths alongside Dry Dock, 500 feet long.

Electric Light and Steam supplied to vessels when in Dry Dock.

FULLY EQUIPPED FOR REPAIRS TO OIL CARRYING STEAMERS AND SEA WATER SUPPLIED FOR TESTING TANKS.

Oxy-Acetylene and Electric Welding Plant.

Speciality made of Diesel and Turbine Repairs.

GOODYEAR'S

PATENT SAFETY CARGO NETS.

Patent 121,019.

Standard Size Net, 9 feet diameter, with 5½ in. mesh, area 70 square feet, weight 50 lbs. About half the weight of a rope-net of equal strength. Constructed of Galvanised flexible steel wire rope. No seizings to come adrift, more durable than rope or canvas slings, will outlast half a-dozen such. Used by the principal British and Foreign Steamship Companies.

Manufactured only by

GOODYEAR & HICK, Ltd.,

Sail Makers and Ship Chandlers.

7 LIVER ST., LIVERPOOL.

Telephone: Bank 4435.

BULL'S METAL & MELLOID CO., LTD.

Yoker, nr. Glasgow.

Telegrams: Melloid, Yoker.

Telephones: 182, 183 Clydebank.

BULL'S METAL.—Propellers, Bars, Sheets, Pump Rods, Valve Spindles, Condenser Stays and Plates, &c.

MELLOID (Reg. Trade Mark).—Condenser, Air and Piston Cooling Tubes, Bars, Stays, &c.

HIGH TENSILE BRONZE.—Cast, Rolled, Forged, to Admiralty Requirements.

WHITE METALS.—Tempalto, Babbits, Plastic, &c.

SWEDISH.

Johnson Line.

Rederiaktiebolaget Nordstjernan.

Head Office: Stureplan 3, Stockholm.

London Agents: A. Johnson & Co. (London), Ltd., Africa House, Kingsway, W.C.2.

Regular Services: Sweden and Finland. (1) Brazil and River Plate; (2) Sweden, Finland and Norway, and Puerto Colombia. Panamá, Acajutla, Champerico, San Francisco, and Vancouver, and west coast ports of South America.

Swedish America Mexico Line.

Head Office: Packhusplatsen 5, Gothenburg.

Services to U.S.A., North Atlantic and Gulf Ports, Cuba and Mexico.

UNITED STATES.

Aluminum Line.

Head Office: 1111 Whitney-Central Building, New Orleans.

Services: Freight, twice monthly from New Orleans to West Indies, Venezuela, and the Guianas. Monthly to Haiti.

American and Cuban Steamship Line, Inc.

Head Office: 39 Cortlandt Street, New York.

Service: New York–Cuba.

American Republics Line.

Operators: C. H. Sprague and Sons, Inc., 33 Broad Street, Boston, Mass.

Regular Freight Services: New York, Boston, Philadelphia, Baltimore, Norfolk, Jacksonville, Savannah to Victoria, Rio de Janeiro, Santos, Rio Grande do Sul, and River Plate.

Barber Steamship Lines, Inc.

Head Office: 17 Battery Place, New York.
Cargo Service: U.S. ports to River Plate.

Colombian Steamship Co., Inc.

Head Office: 17 Battery Place, New York.

Services: New York, Haiti, Puerto Colombia, and Cartagena weekly.

Cuyamel Fruit Co. Steamship Service.

Head Office: New Orleans.

Sailings: New Orleans to Cienfuegos, Cuba—Weekly with freight and passengers. New Orleans to Bluefields, Nicaragua—Weekly with freight and passengers. New Orleans to Puerto Cortez—Semi-weekly with freight and passengers. New Orleans to Tampico and Vera Cruz, Mexico—Weekly with freight and passengers.

Grace Line.

Head Office: 10 Hanover Square, New York.

Passengers and Cargo: New York, Havana, Panamá, Peruvian and Chilean ports.

Passengers and Cargo: New York, Puerto Colombia, Cartagena, Buenaventura, Guayaquil, Salaverry and intermediate ports.

Cargo Services: New York, Bahia Blanca, Magallanes, Corral and Coronel, San Francisco to Ecuadorean, Peruvian and Chilean ports. New Orleans to Ecuador, Peru and Chile ("Nosa" Line).

Gulf-Brazil-River Plate Line.

Operated by the Mississippi Shipping Co., Inc.
Head Office : Hibernia Bank Building, New Orleans.
Services : Gulf Ports to Brazil and River Plate.

Kerr Steamship Company, Inc.

Head Office : 44 Beaver Street, New York.
Services : New York direct Brazil ; New York direct River Plate.

McCormick Steamship Co.

(Pacific, Argentine, Brazil Line).

Head Office : San Francisco.
Services : Pacific Ports, U.S.A. and Canada to River Plate, Santos, Pará, Bahia, Brazil; Puerto Colombia.

Munson Steamship Lines.

General Offices : 67 Wall Street, New York.

Passengers and Cargo : New York to Nassau, Bahamas, and Miami, Fla.; New Orleans to Havana; New Orleans to Progreso, Mexico.
Fortnightly Passenger and Cargo Services : New York to Buenos Aires via Montevideo, Santos, Rio de Janeiro. Through tickets via Buenos Aires, Transandine Railway, Valparaiso, thence to New York via connecting lines.
Cargo Services : New York to Cuba; Baltimore, Norfolk, Jacksonville, Miami to Havana; Mobile to Cuba; New Orleans to Cuba; Baltimore and Norfolk to Pto. Cabello and Maracaibo; New Orleans and Mobile to Montevideo, Buenos Aires, and Rosario.

Norton Line.

Managers and General Agents : Norton, Lilly & Co., 26 Beaver Street, New York.
Sailings : Fortnightly to Montevideo, Buenos Aires, and Rosario.

Panamá Mail Steamship Co.

Head Office : 2 Pine Street, San Francisco.

Between New York and San Francisco, calling at Puerto Colombia, Cartagena, Cristobal, Balboa, Corinto, La Libertad, Acajatla, Champerico, San José de Guatemala, Mazatlan and Los Angeles. (*See* p. 582)

Panamá Pacific Line.

Head Office : 1 Broadway, New York.

New York to San Francisco fortnightly, with calls at Havana, Balboa, Cristóbal, San Diego and Los Angeles.

Panamá Rail Road Company.

24 State Street, New York.

Sailings from New York for Port-au-Prince, Haiti, and Cristóbal, Panamá Canal Zone. Approximately fortnightly. Direct cargo service to West Coast, Colombian and Ecuadorean ports monthly.

Red "D" Line.

Head Office : 82 Wall Street, New York.

Weekly between New York and Venezuelan ports, calling at Porto Rico and Curaçao. Combined passenger and cargo service, carrying U.S. Mails.

Standard Fruit & Steamship Company (Vaccaro Line).

Head Office : Union Indemnity Building, New Orleans.

Services : From New Orleans to Havana, Cuba, weekly; from New Orleans to Cristóbal, C.Z., via Havana weekly, with transhipment cargo west coast ports South America and Mexico; from New Orleans to La Ceiba, Honduras, weekly; from New Orleans to Vera Cruz weekly.

United Fruit Company Steamship Service.

Head Office : 1 Federal Street, Boston, Mass., U.S.A.

General European Agents : Caribbean Steamship Agency, Ltd., Dashwood House, 69 Old Broad Street, London, E.C.2.

Weekly Services : (1) New York or Boston–Cuba–Jamaica–C.Z.–Costa Rica; (2) New York–Jamaica–C.Z.–Colombia; (3) New York–Cuba–Jamaica–Guatemala–British Honduras–Honduras; (4) New Orleans–Cuba C.Z.–Cuba; (5) New Orleans–Cuba–C.Z.–Costa Rica–Honduras–Cuba; (6) San Francisco–Canal Zone–Costa Rica.

Ward Line (New York and Cuba Mail Steamship Co.)

Pier 13 East River, foot of Wall Street, New York.

Services : New York to Havana, Cuba, weekly; to Progreso, Vera Cruz, Tampico, Mexico, weekly; to Puerto Mexico, Mexico, monthly; to Cienfuegos, Guantanamo, and Manzanillo, Cuba, fortnightly.

URUGUAYAN.

Government Line.

(Comisión de Transportes Maritimos Nacionales.)

Head Office : Montevideo, Calle Solis 1467.

Uruguayan Navigation Company, Ltd.

(See also Argentine Navigation Co. (Nicolás Mihanovich), Ltd., and Sud Atlantica Co.).

Head Office : Calle Piedras 351, esquina Solis, Montevideo. Branch at Salto

Fleet : 6 passenger vessels, 6 cargo vessels, 4 tugs.

Services : Nightly in either direction between Montevideo and Buenos Aires. Montevideo to Salto, 5 times weekly.

VENEZUELAN.

Compañia Anonima Venezolana de Navegación.

Head Office : Puerto Cabello.

Fortnightly service between Ciudad Bolivar and Port of Spain, Trinidad.

HENRY HUGHES & SON, LTD.,

Manufacturers of

British Admiralty pattern Echo Sounder, Husun Filament Card Dead-Beat Compass, Sextants, Clocks, and other Instruments for modern navigation, as supplied to the R.M.S.P.Co.

Wholesale and Export Department,

HUSUN HOUSE, 59 FENCHURCH STREET, LONDON.

Glyn, Mills & Co.

(Established 1753)
Registered with unlimited liability 1885
incorporating
CHILD & CO. and HOLT & CO.
(Est. before 1600) (Est. 1809)

BANKERS

Head Office : **67 LOMBARD STREET, LONDON, E.C.3**

Childs Branch: 1 FLEET STREET, LONDON, E.C.4

Holts Branch: 3 & 4 WHITEHALL PLACE, LONDON, S.W.1

Managing Partners:
LORD WOLVERTON
LAURENCE CURRIE
LORD HILLINGDON
General The Hon. SIR H. A. LAWRENCE, G.C.B.
Brigadier-General A. MAXWELL, C.B., C.M.G., D.S.O.
ERIC GORE BROWNE, D.S.O.
FREDERICK WILLIAM FANE
MARTIN DRUMMOND VESEY HOLT

The Bank, which is represented by Agents and Correspondents in all the principal Cities and Towns of the United Kingdom and throughout the world, conducts every description of Banking business, both British and Foreign. Letters of Credit issued. Home and Foreign Credits established. Executorships and Trusteeships undertaken.

Glyn, Mills & Cia.

(Establecida en 1753.)
Registrada con responsabilidad ilimitada, 1885.
Incorporando
CHILD & CIA. y HOLT & CIA.
(Establecida antes de 1600) (Establecida en 1809)

BANQUEROS

Oficina Principal : **67 LOMBARD ST., LONDRES, E.C.3**

Sucursal Child: 1 FLEET STREET, LONDRES, E.C.4

Sucursal Holt: 3 y 4 WHITEHALL PLACE, LONDRES, S.W.1

Socios Gerentes :
LORD WOLVERTON
LAURENCE CURRIE
LORD HILLINGDON
General The Hon. SIR H. A. LAWRENCE, G.C.B.
Brigadier-General A. MAXWELL, C.B., C.M.G., D.S.O.
ERIC GORE BROWNE, D.S.O.
FREDERICK WILLIAM FANE
MARTIN DRUMMOND VESEY HOLT

El Banco tiene Agentes y corresponsales en todas las principales ciudades y pueblos en el Reino Unido y en todo el mundo y se encarga de toda clase de negocios bancarios Británicos y Extranjeros.
Se emiten cartas de credito. Se abren créditos nacionales y extranjeros.
Se encarga de las funciones de Albacea y Fideicomisario.

Banking and Insurance

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

For Business Announcements relating to South and Central America, Cuba, Mexico, United States of America, and the British Isles, see the later section of this Handbook entitled

LOCAL CLASSIFIED

Advertisements : also "Railways" and "Steamship Services"; and the Index on page xxix *et seq.*

2

ESTABLISHED 1812

The BANK *of* AMERICA

NATIONAL ASSOCIATION

NEW YORK

Direct Foreign Banking Since 1814.

Capital Funds over $74,000,000

A WORLD BANK

BANKING FACILITIES.

INTERNATIONAL BANKS.

Head Offices, London.

The Anglo-South American Bank, Limited.

Established 1888.

Capital authorized	£10,000,000
Capital subscribed	£8,734,660
Issued and paid up	£4,367,330
Reserve Fund	£3,256,422

Head Office: 117 Old Broad Street, London, E.C.2.

Auxiliaries: Banque Anglo-Sud Américaine, Soc. Anon., 19 rue Scribe, Paris; Anglo-South American Trust Co. (Incorporated under the laws of the State of New York), 49 Broadway, New York City.

Branches in South and Central America and Mexico:—

ARGENTINA.

Bahia Blanca.	Buenos Aires.	Comodoro Rivadavia.	Mendoza.
Pergamino.	Puerto Deseado.	Rio Gallegos.	Rosario de Santa Fé.
San Julian.	San Rafael.	Santa Cruz.	Trelew.

CHILE.

Antofagasta.	Concepción.	Coquimbo.	Iquique.
Magallanes	Santiago.	Valparaiso.	

COLOMBIA.

Barranquilla.	Bogotá.	Cartagena.	Medellin.
Santa Marta.			

ECUADOR.	VENEZUELA.	PERU.	MEXICO.
Guayaquil.	Caracas.	Lima.	Mexico City.

NICARAGUA.	EL SALVADOR.	GUATEMALA.
Managua.	San Salvador.	Guatemala City.

The Bank also has branches in Bradford and Manchester; and in Spain, at Barcelona, Bilbao, La Coruña, Madrid, Valencia, Seville, and Vigo.

The Bank is represented in Brazil by the British Bank of South America, Ltd., of which institution the Anglo-South American Bank holds over 99¾ per cent. of the issued share capital. [*See pages* ii, 46 *and* 222.]

The British Bank of South America Limited.

Established 1863.

(Affiliated to the Anglo-South American Bank Ltd.)

Capital subscribed	£2,000,000
Capital paid up	£1,000,000

Head Office: 117 Old Broad Street, London, E.C.2.

Brazil: Pernambuco, Bahia, Rio de Janeiro (and sub-branch), São Paulo, Santos, Porto Alegre. [*See page* 142.]

Barclays Bank (Dominion, Colonial and Overseas).

Incorporated 1836, under the name The Colonial Bank.

Re-incorporated by Act of Parliament, 1925.

Capital paid up	£4,975,500
Reserve Fund	£1,400,000

Head Office: 54 Lombard Street, London, E.C.3.

Branches in many British Possessions, etc., including the British West Indies and British Guiana.

CHEMICAL BANK & TRUST COMPANY

Complete Banking and Trust Facilities

OUR FOREIGN DEPARTMENT is thoroughly equipped for every type of International Banking Service through our World-Wide network of selected correspondents.

MAIN OFFICE
165 BROADWAY, NEW YORK CITY
Cable Address: Chemsam

London Representative Office
6 Bishopsgate, E. C. 2

Bank of London & South America, Limited.

Founded 1862.

Authorized Capital	4,000,000
Subscribed Capital	£3,540,000
Paid-up Capital	£3,540,000
Reserve Fund	£3,000,000

Head Office: 6, 7, and 8 Tokenhouse Yard, London, E.C.2.

The bank has branches in Paris, Antwerp, Lisbon, Oporto, and an agency in New York. It also has agencies at Manchester and Bradford and is associated with Lloyds Bank, Ltd. [*See pp.* iii. *and* 266.]

ARGENTINA.

Azul.	Bahia Blanca.	Buenos Aires.	Concordia.
Córdoba.	Mendoza.	Paraná.	Posadas.
Rosario.	Santa Fé.	Tres Arroyos.	Tucumán.

URUGUAY.

Montevideo.	Paysandú.	Rivera.	Salto.

BRAZIL.

Bahia.	Bello Horizonte.	Ceará.	Curityba.
Juiz de Fora.	Maceió.	Manáos.	Maranhão.
Pará.	Pelotas.	Pernambuco.	Porto Alegre.
Rio de Janeiro.	Rio Grande do Sul.	Santos.	São Paulo.
Victoria.			

CHILE.

Antofagasta.	Santiago.	Valparaiso.

PARAGUAY.

Asunción.

COLOMBIA.

Barranquilla.	Bogotá.	Buenaventura.	Cali.
Manizales.	Medellin.		

Glyn, Mills & Co.

Established 1753.

Registered with unlimited liability 1885.

Capital	£1,060,000
Reserve Fund	£530,000

Head Office: 67 Lombard Street, E.C.3. [*See page* 606.]

Grace Brothers & Co., Ltd.

Established 1899.

Capital and Reserves	£1,065,000

Head Office: 147 Leadenhall Street, London, E.C.3.

Branch: Liverpool, 9 Tithebarn Street.

Huth (Frederick) & Co.

Established 1809. Private firm.

Head Office: 12 Tokenhouse Yard, London, E.C.2

Affiliated Houses: Huth & Co., New York; Huth & Co., Valparaiso; with branches in Santiago, Concepción, and Coquimbo. [*See p.* 220.]

Lazard Bros. & Co., Ltd.

Established 1877.

Paid-up Capital	£2,250,000

Head Office: 11 Old Broad Street, London, E.C.2.

The Chase National Bank

of the City of New York

PINE STREET CORNER OF NASSAU

FOREIGN DEPARTMENT

The Chase National Bank, through its Foreign Department, performs many useful services for its clients who have foreign business relations or who plan to travel. The Chase Travellers' Letters of Credit, supplemented by American Express Travellers' Checks, are a most convenient way of carrying funds in foreign countries. In addition to the usual services, such as the remittance of funds abroad by mail or cable, the sale of checks on foreign countries, foreign currency, etc., this Department is equipped to assist importers by facilitating the purchase of goods abroad by means of Commercial Letters of Credit. Exporters will also find the banking facilities available to them most useful.

HAVANA BRANCH
Havana, Cuba

CRISTOBAL BRANCH
Canal Zone

PANAMA CITY BRANCH
Republic of Panama

The National Bank Limited.

Established 1835.

Capital paid up	£1,500,000
Reserve Fund	£1,440,000

Head Offices : 13–17 Old Broad Street, London, E.C.2.

Branches : London, Liverpool, Manchester, Salford, Bristol, Dublin, South Wales, and Ireland (133 branches and 101 sub-offices).

INTERNATIONAL BANKS.

Head Offices in U.S.A.

The Bank of America.

Established 1812.

Capital	$35,000,000
Surplus and Undivided Profits	$38,675,903

Head Office : 44 Wall Street, New York.

London Agents : Lloyds Bank, Ltd.; Barclays Bank, Ltd.; Coutts & Co.

Agents in all South American Republics, in Central America, Cuba and the West Indies. [*See p.* 608.]

The Chase National Bank of the City of New York.

Established 1877.

Capital	$61,000,000.00
Surplus and Undivided Profits	$79,937,918.04

Head Office : Pine Street Corner of Nassau, New York, N.Y., U.S.A.

Branches : Havana, Panama, and Cristóbal.

Representative Offices : London, Paris, Berlin.

The Chemical Bank and Trust Company.

Established 1824.

Capital	$15,000,000
Surplus and Undivided Profits	$24,000,000

Head Office : 165 Broadway, New York. London Office : 6 Bishopsgate, E.C.2.

Correspondents throughout South and Central America, Cuba, the West Indies, and n the principal cities of the world. [*See p.* 610.]

The First National Bank of Boston.

Established 1864.

Capital and Surplus	$50,000,000

Head Office : 67 Milk Street, Boston.

Foreign Branches : Buenos Aires and Havana.

Special Representatives in London, Paris, and Berlin. Correspondents in all principal cities of the world.

Guaranty Trust Company of New York.

Established 1863.

Capital	$90,000,000
Surplus Fund	$170,000,000

Head Office : 140 Broadway, New York.

London Office : 32 Lombard Street, E.C.3.

IRVING
TRUST COMPANY

Woolworth Building, New York

Capital, Surplus and Undivided Profits **$131,396,000**

Total Resources **$742,932,000**

(Figures as of June 29, 1929)

Each of the twenty-three Banking Offices of this Company in New York City is equipped to supply travelers' letters of credit and travelers' checks, to send remittances abroad and to furnish other foreign exchange facilities.

The Foreign Office, in the Woolworth Building, is devoted especially to serving customers located in other countries. It is equipped to facilitate business transactions with any part of the world.

Irving Trust Company.

Capital, Surplus and Undivided Profits $131,396,000

Foreign Office : Woolworth Building, New York City.

London Representative : H. H. Coward, Pinner's Hall, Old Broad Street, E.C.2.

London Agents : Barclays Bank, Ltd.; Commercial Bank of Scotland, Ltd.; Hambros Bank, Ltd.; Lloyds Bank, Ltd.; Midland Bank, Ltd.; National Provincial Bank, Ltd.; P. & O. Banking Corporation, Ltd.; Westminster Bank, Ltd.

National City Bank of New York.

Established 1812.

Capital, Surplus and Undivided Profits .. $163,968,263
Total Resources $1,623,714,808

Head Office : 55 Wall Street, New York.

London Branches : 36 Bishopsgate, E.C.2; 11 Waterloo Place, S.W.1.

Branches—Argentina : Buenos Aires, Rosario. Brazil : Rio de Janeiro, Santos, São Paulo, Pernambuco. Chile : Santiago, Valparaiso. Colombia : Bogotá, Medellin. Cuba : twenty-five branches. Panamá : Panamá City and Colón.

Peru : Lima. Uruguay : Montevideo. Venezuela : Caracas. Porto Rico : San Juan : Mexico City.

Several in Europe and the Far East. [*See p.* 616.]

INTERNATIONAL BANKS.

Head Offices in Canada.

Bank of Montreal, Montreal.

Established 1817.

Paid-up Capital $29,916,700
Reserves $31,630,489

London Offices : 47 Threadneedle Street, E.C.2, and 9 Waterloo Place, Pall Mall, S.W.1.

Mexican Offices : Mexico City, Puebla, Veracruz, Guadalajara, Tampico, and Monterrey.

The Bank of Nova Scotia.

Incorporated 1832.

Capital $10,000,000
Reserve Fund $20,000,000

General Management : Toronto, Ontario, and 290 branches in Canada.

London Branch : 108 Old Broad Street, E.C.2. New York : 49 Wall Street.
Branches—Cuba, Jamaica, Dominican Republic, and Porto Rico.

The Canadian Bank of Commerce.

Incorporated 1867.

Capital paid up $24,823,400
Reserve Fund $24,823,400

Head Office : Toronto. London Office : 2 Lombard Street, E.C.3.
Local Branches—Brazil : Caixa Postale 2103, Rio de Janeiro.
Cuba : Havana.
Mexico : 2A de Capuchinas, No. 48, Mexico City.
Barbados : Bridgetown. Jamaica : Kingston. Trinidad : Port of Spain.

The Royal Bank of Canada.

Established 1869.

Capital paid up $33,700,170
Reserves $36,061,256

Head Office : Montreal. 788 Branches in Canada and Newfoundland. [*See p.* ***xiv.***]

The

NATIONAL CITY IN SOUTH AMERICA

THE South American branches of The National City Bank of New York offer the complete services of a world-wide banking and investment organization maintaining direct contact with every commercially and financially important city of the world. Each branch has behind it the resources of America's largest bank and the experience gained during more than 117 years of successful banking practice.

SOUTH AMERICAN BRANCHES

Argentina
Buenos Aires
Rosario

Brazil
Pernambuco
Rio de Janeiro
Santos
(Agy)
Sao Paulo

Chile
Santiago
Valparaiso

Colombia
Bogotá
Medellin

Venezuela
Caracas

Peru
Lima

Uruguay
Montevideo

Other branches in Belgium, China, Cuba, England, India, Italy, Japan, Mexico, Panama, Porto Rico, Santo Domingo and the Straits Settlements

Correspondents in all important cities of the world

Resources Over Two Billion Dollars

THE NATIONAL CITY BANK OF NEW YORK

Head Office: 55 WALL STREET, NEW YORK, U.S.A.

35 Branches in Greater New York and 79 additional in 16 other countries

London: Princes Street, E.C.2, and Cockspur Street, S.W.1. U.S.A.: New York, Spain: Barcelona. France: The Royal Bank of Canada (France), Paris.
Argentina: Buenos Aires. Brazil: Rio de Janeiro, Santos, São Paulo. Uruguay: Montevideo.
British Guiana: Georgetown, New Amsterdam. British Honduras: Belize. Venezuela: Caracas, Barquisimeto, Ciudad Bolivar, Maracaibo, Valencia. Costa Rica: San José. Colombia: Bogotá, Barranquilla, Buenaventura, Cali, Cartagena, Giradot, Manizale, Medellin. Peru: Lima, Chiclayo, Piura, Trujillo. Panama: Colon, Panama.
Cuba, Porto Rico, Dominican Republic, Haiti, Martinique, Guadaloupe: 61 branches.
British West Indies: 12 branches.

INTERNATIONAL BANKS.

Head Offices, Paris.

Banque Française et Italienne pour l'Amérique du Sud.
Established 1910.

Capital authorized .. .. Frs. 100,000,000
Reserves .. .. Frs. 128,000,000

Head Office: 12 Rue Halévy, Paris.
Branches—Argentina: Buenos Aires, Rosario de Santa Fé.
Brazil: Branches—São Paulo, Rio, Santos, Bahia, Curityba, Porto Alegre, Pernambuco, Rio Grande. Agencies—Araraquara, Barretos, Bebedouro, Botucatú, Caxias, Espirito Santo do Pinhal, Jahú, Mocóca Ourinhos, Paranagua, Ponta Grossa, Ribeirão Preto, São Carlos, São José do Rio Pardo, São Manoel.
Chile: Branches—Santiago, Valparaiso. Colombia: Bogotá.
Peru: Banco Italiano Lima, Callao, Chincha Alta, Mollendo, Arequipa.
London Agents: Banca Commerciale Italiana; Midland Bank, Ltd.; Société Générale de Paris (53 Old Broad Street, E.C.2).

Société Commerciale Française au Chili.

Head Office: 5 Rue d'Antin, Paris. Established 1893.

Capital paid up .. .. Frs. 1,250,000
Reserve Fund .. .. Frs. 945,000

Branches: Valparaiso, Chile.

INTERNATIONAL BANKS.

Head Offices in Germany.

Deutsch-Südamerikanische Bank A.G. ("Banco Germanico").
Established 1906.

Capital .. .. M. 20,000,000
Reserve .. .. M. 4,500,000

Head Office: H 20/21 Mohrenstrasse, Berlin, W.8.
Argentina: Buenos Aires. Brazil: Rio de Janeiro, São Paulo, Santos. Chile: Valparaiso, Santiago. Paraguay: Asunción. Mexico City.

Deutsche Ueberseeische Bank (Banco Alemán Transatlantico—Banco Allemão Transatlantico).
Founded 1886.

Capital paid up and Reserve .. Reichs M. 38,300,000

Head Office: Berlin, N.W.7. Friedrichstr. 103.
Local Branches—Under the title Banco Alemán Transatlantico -Argentina: Bahia Blanca, Buenos Aires, Córdoba, Mendoza, Rosario de Santa Fé.
Bolivia: Oruro.
Chile: Antofagasta, Concepción, Iquique, Santiago, Temuco, Valdivia, Valparaiso.
Peru: Arequipa, Callao, Lima. Uruguay: Montevideo. Spain: Barcelona, Madrid, Sevilla.
Under the title Banco Allemão Transatlantico—
Brazil: Curityba, Rio de Janeiro, Santos, São Paulo.

Banco Comercial

Cerrito corner of Zabala,

MONTEVIDEO.

Established in the year 1857.

Capital paid up	-	-	-	**$ 2,000,000**
Reserve Fund	-	-	-	**$ 2,650,000**

Correspondents—

In LONDON:

Messrs. Baring Brothers & Co. Ltd. Midland Bank Ltd. Westminster Bank Ltd.

In UNITED STATES:

Kidder Peabody & Co., New York. Guaranty Trust Co. of New York, New York. The First National Bank of Boston, Boston.

BOARD OF DIRECTORS:

JOSE SAAVEDRA, President. FELIX ORTIZ DE TARANCO, Vice-President. NICOLAS PEIRANO, DR. JOSE IRURETA GOYENA, DR. JOSE PARDO SANTAYANA, ANTONIO F. BRAGA, and ARTURO DAVIE.

MARIO MORATO, Manager.

BANCO OCCIDENTAL DE MEXICO

Head Office: MAZATLÁN, SIN., MEXICO.

P.O. Box No. 46. *Cable address: "AMISTAD."*

CAPITAL - - $1,500,000.00

SURPLUS - - $1,101,629.10

PRESIDENT: ERNESTO LORDA.

DIRECTORS:

JORGE OLIVIERI. GUILLERMO HAAS.
GENARO GARCÍA. ULPIANO ARZAC.

MANAGER: ROBERTO VALADEZ WEBER.

With Correspondents throughout the World the

BANCO OCCIDENTAL DE MEXICO

is thoroughly equipped to handle Your Business.

INTERNATIONAL BANKS.

Head Office, Belgium.

Banque Italo-Belge.

Established 1911.

Capital fully paid	Frs. 100,000,000
Reserve Funds	Frs. 90,000,000

Head Office : 48 Place de Meir, Antwerp.
London Agency : 100 Old Broad Street, E.C.2.
Local Branches—Argentina : Buenos Aires. Uruguay : Montevideo.
Brazil : São Paulo, Rio de Janeiro, Santos, Campinas.

INTERNATIONAL BANKS.

Head Offices, Holland.

Hollandsche Bank voor Zuid-Amerika (Banco Holandés de la America del Sud, Banco Hollandez da América do Sul) (Amsterdam).

Established 1914.

Capital paid up	Fls. 15,000,000
Reserve Fund	Fls. 3,750,000

Head Office : Amsterdam (Heerengracht 438).

Local Branches—Argentina : Buenos Aires.

Brazil : Rio de Janeiro, Santos, São Paulo.

London Agents : Barclays Bank, Ltd.; Lloyds Bank, Ltd.; National Provincial Bank, Ltd.; Midland Bank, Ltd.; Erlangers, Ltd.; London Merchant Bank, Ltd.

Hollandsche Bank voor West-Indië.

(Banco Holandés de las Indias Occidentales.)

Established in 1919 by the Nederlandsche Handel-Maatschappij, Amsterdam, and the Rotterdamsche Bankvereeniging, Rotterdam.

Capital authorized	Fls. 5,000,000
Capital subscribed and paid up	Fls. 1,000,000

Head Office : Keizersgracht 255, Amsterdam.
Venezuelan Branch : Boulevard del Capitolio, Caracas.
London Bankers : National Provincial Bank, Ltd.

INTERNATIONAL BANKS.

Head Offices, Italy.

Banca Commerciale Italiana.

Established 1894.

Capital	Lire 700,000,000
Reserve	Lire 560,000,000

Head Office : Milan.
London Office : 32 Threadneedle Street, E.C.2.
Agents in Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay.

INTERNATIONAL BANKS.

Head Offices, Japan.

The Bank of Taiwan, Limited.

Registered in Japan, 1899.

Capital	Yen 15,000,000

Head Office : Taipeh, Formosa, Japan; Central Office : Tokyo, Japan.

London Office : 40 and 41 Old Broad Street.

Correspondents—Argentina : Buenos Aires, Rosario; Brazil : Bahia, Rio de Janeiro, São Paulo, etc.; Uruguay : Montevideo.

The Yokohama Specie Bank, Limited (Yokohama Shokin Ginko).

Capital subscribed and paid up .. .. Yen 100,000,000
Reserve Fund .. .. Yen 105,500,000

Head Office: Yokohama.
London Office: 7 Bishopsgate, E.C.2.
Local Branches—Argentina: Buenos Aires. Brazil: Rio de Janeiro.

INTERNATIONAL BANKS.

Head Office, Portugal.

Banco Nacional Ultramarino.

Established 1864.

The State Bank of the Portuguese Colonies.

Capital paid up .. .. Esc. 50,000,000
Reserves .. .. Esc. 50,800,000

Head Office: Lisbon; London Office: 9 Bishopsgate, E.C.2.
Brazilian Branches: Manáos, Pará, Pernambuco, Rio de Janeiro, São Paulo.

Banco Portuguese e Brasileiro.

Established 1891.

Capital paid up .. .. Esc. 10,000,000
Reserves .. .. Esc. 11,229,406

Head Office: Lisbon.
Branches in South and Central America.

INTERNATIONAL BANKS.

Head Office, Switzerland.

Swiss Bank Corporation.

Share Capital .. .. Frs. 140,000,000
Ordinary Reserve .. .. Frs. 14,000,000
Special Reserve .. .. Frs. 28,000,000

Head Office: Basle.
London Offices: 99 Gresham Street, E.C.2, and 11c Regent Street, S.W.1.
Agents in the principal cities of South America.

BANKS WITH HEAD OFFICES IN SOUTH AMERICA.

ARGENTINA.

Banco Argentino Uruguayo.

Established 1918.

Capital and Reserve .. .. .. $4,007,000 m/n

Head Office: Avenida Roque Sáenz Peña, Buenos Aires.
London Agents: Comptoir National d'Escompte de Paris, London.

Banco Comercial del Tandil.

Established 1902.

Capital paid up .. .. $1,000,000 m/n
Reserve $1,640,406

Head Office: Tandil (Argentina).

Banco de Córdoba.

Established 1873.

Capital and Reserve .. .. .. $10,911,120 m/n

Head Office: 167 Calle San Gerónimo, Córdoba. Twenty-eight branches.

Banco Escandinavo Argentino.
(The Scandinavian Argentine Bank, Ltd.)
Established 1919.

Capital fully paid up .. .. .. $1,500,000 m/n
Reserve .. .. $48,549 m/n

Head Office: Buenos Aires, Sarmiento 354.

London Agents: Hambros Bank, Ltd.; Midland Bank, Ltd.; and Barclays Bank, Ltd.

Banco Español del Rio de la Plata.
Established 1886.

Capital paid up .. .. $28,346,420 m/n
Reserve .. .. $15,935,698 m/n

Head Office: 200 Reconquista, Buenos Aires; London: 7 Fenchurch Street, E.C.2.
Local Branches—Argentina: Avellaneda, Azul, Bahia Blanca, Balcarce, Córdoba, La Plata, Lincoln, Mar del Plata, Mendoza, Mercedes (B. Aires), Nueve de Julio, Pehuajó, Pergamino, Rafaela, Rosario, Salta, San Juan, San Nicolás, San Pedro, Santa Fé, Santiago del Estero, Tres Arroyos, Tucumán; City of Buenos Aires—seventeen branches.
Uruguay: Montevideo.

Banco Frances del Rio de la Plata.
Established 1886.

Capital subscribed and paid up .. .. Gold $14,000,000
Reserves .. .. Gold $1,983,173

Head Office: Reconquista 199, Buenos Aires.
Branches: Bahia Blanca, Chivilcoy, Rosario.
London Agents: Midland Bank, Ltd.; Kleinwort, Sons & Co.; M. Samuel & Co., Ltd.

Banco de Galicia y Buenos Aires.
Established 1905.

Capital paid up and Reserve .. .. $10,907,493 m/n

Head Office: Cangallo 415–439, Buenos Aires.
London Agents: Midland Bank, Ltd.

Banco de Italia y Rio de La Plata.
Established 1872.

Capital and Reserve .. .. .. $26,141,000 m/n

Head Office: Buenos Aires.
London Agents: Comptoir National d'Escompte de Paris, Hambros Bank.
Local Branches: Rosario, Bahia Blanca, Paraná, Concordia, Gualeguaychú, Gualeguay, La Paz, Resistencia, Ensenada, La Plata, etc.
Branches in Uruguay: Victoria, Trenal.

Banco de la Nación Argentina.
Established 1891.

Capital .. .. $159,271,011 (paper)
Reserve .. .. $28,324,652 (gold)

Head Office: Buenos Aires. Branches in all parts of Argentina.
London Agents: Westminster Bank, Ltd.; Baring Bros. & Co.

Banco Popular Argentino.
Established 1887.

Capital paid up .. .. $11,746,984 m/n
Reserve .. .. $3,237,883 m/n

Head Office: Calle Bartolomé Mitre 370, Buenos Aires.
London Agents: Midland Bank, Ltd.

Banco de la Provincia de Buenos Aires.

Established 1853.

Capital paid up	$62,500,000 m/n
Reserve	$19,404,582 m/n

Head Office : La Plata; Avenida Ing. Luis Monteverde 726. Eighty branches.
London Agents : Anglo-South American Bank, Ltd.; Midland Bank, Ltd.; Comptoir National d'Escompte de Paris; Westminster Bank, Ltd.

Nueva Banco del Azul.

Established 1928.

Capital	$1,000,000 m/n

Head Office : Azul.

Nuevo Banco Italiano.

Established 1887.

Capital paid up	$10,000,000 m/n
Reserve Fund	$ 5,000,000 m/n

Head Office : Reconquista and Plaza, Buenos Aires.
Branch Offices : Boca, Patricios, San Juan, Cerrito, Once, Constitución, Mercado de Abasto, Rosario, Santa Fé, San Fernando, Avellaneda; and Genoa and Milan.
London Agents : Kleinwort, Sons & Co.; Crédit Lyonnais.

Pascual Hermanos.

Buenos Aires : San Martín 260–264.

Sirio-Libanés Bank del Rio de la Plata.

Capital subscribed	$2,148,600
Capital paid up	$1,250,840

Head Office : Buenos Aires.
London Agents : Ottoman Bank, Ltd.; Barclays Bank, Ltd.

Supervielle & Cie.

Established 1887.

Offices : Buenos Aires : 150 Calle San Martin; Montevideo : 429 Calle 25 de Mayo.
London Agents : Midland Bank, Ltd.; Westminster Bank, Ltd.; Credit Lyonnais; Comptoir National d'Escompte de Paris.

Tornquist (Ernesto) & Co., Limitada.

Established 1830.

Capital fully paid up, Reserve and Surplus $18,506,157 (gold).
Head Office : Bartolomé Mitre 531, Buenos Aires.
London Agents : Wm. Brandt's Sons & Co.

BOLIVIA.

Banco Mercantil.

Established 1905.

Capital paid up	Bs. 12,500,000 (legal money).
Reserves	Bs. 5,305,000 „

Head Office : La Paz.
Branches : Oruro, Cochabamba, Potosí, Sucre, Tupiza, and Antofagasta (Chile).
London Agents : Midland Bank, Ltd.; Anglo-South American Bank, Ltd.; Barclays Bank, Ltd.; Comptoir National d'Escompte de Paris.

Banco Central de Bolivia.

(Formerly Banco Nacional de Bolivia.)

Established 1871.

Capital paid up	Bs. 12,000,000
Reserves	Bs. 19,349,870

Head Office : Sucre.
Branches : Cochabamba, La Paz, Oruro, Potosi, Tarija, Tupiza, Uyuni.
London Agents : Midland Bank, Ltd.; Kleinwort, Sons & Co.; Frederick Huth & Co.; Grace Brothers & Co., Ltd.

Banco de la Nación Boliviana.
Established 1911.

The only Bolivian bank of issue.

Capital paid up .. .. Bs. 22,000,000
Head Office : La Paz.
Branches : Cochabamba, Oruro, Potosí, Riberalta, Santa Cruz, Sucre, Tarija, Trinidad, Uyuni.

London Agents: Anglo-South American Bank, Ltd.; Midland Bank; Barclays Bank ; Lloyds Bank, Ltd.

BRAZIL.

Banca Popolare Italiana.
Established 1924.

Capital subscribed .. .. 12,300 contos
Reserve Fund .. .. 827 contos

Head Office : São Paulo. Branches : Jaboticabal, Jahú, Botucatú, Porto Alegre, Lençoes.

Banco Agricola e Commercial de Pernambuco.
Formerly Banco do Recife.

Authorized Capital .. .. 10,000 contos.
Head Office : Pernambuco.

Banco do Brasil.

Capital .. .. 100,000 contos.
Reserve and Redemption Fund .. .. 154,138 contos.

Head Office : Rio de Janeiro.

Branches in all the chief towns of the States of Alagôas, Amazonas, Bahia, Ceará, Espirito Santo, Goyaz Maranhão, Matto Grosso, Minas Geraes, Pará, Paralhyba do Norte, Paraná, Pernambuco, Piauhy, Rio de Janeiro, Rio Grande do Norte, Rio Grande do Sul, Santa Catharina, São Paulo, Sergipe, and Acre Territory.

London Agents : N. M. Rothschild and Sons; Westminster Bank, Ltd.

Banco Brasileiro Allemão.
(Successors of Brasilianische Bank fuer Deutschland). Established 1888.

Capital .. .. 20,000 contos.
Reserve .. .. 650 contos.

Head Office : Rio de Janeiro. Branches : São Paulo, Santos, Porto Alegre, Bahia Recife (Pernambuco).

London Agents : J. H. Schroeder & Co.; Wm. Brandt's Sons & Co.; Kleinwort, Sons & Co.; Fredk. Huth & Co.; S. Japhet & Co.; Midland Bank, Ltd.; Barclays Bank, Ltd.

Banco Commercial do Estado de São Paulo.
Established 1912.

Capital paid up .. .. 100,000 contos.
Reserve Fund .. .. 53,000 contos.

Head Office : Rua 15 de Novembro 50 São Paulo.

London Agents : Lloyds Bank, Ltd.; Bank of Scotland; N. M. Rothschild and Sons; Lazard Brothers & Co., Ltd. Branches : Rio de Janeiro and Santos.

Agencies : Fifty-seven.

Banco Commercial do Maranhão.
Established 1869.

Head Office : Maranhão (Brazil).

Banco Commercial do Pará.
Established 1869.

Capital	3,000 contos.
Reserve	2,666.4 contos.

Head Office: Pará (Brazil).
London Agents: National Provincial Bank, Ltd.

Banco Commercial do Rio de Janeiro.
Established 1866.

Capital	10,000 contos.

Head Office: Rio de Janeiro, Rua 1º de Março 81.
London Agents: Midland Bank, Ltd.; Baring Brothers & Co., Ltd.

Banco do Commercio.

Capital	6,259 contos.
Reserve	1,293 contos.

Head Office: Rio de Janeiro. London Agents: Midland Bank, Ltd.

Banco do Commercio e Industria de São Paulo.
Established 1890.

Capital paid up	60,000 contos.
Reserves	64,736 contos.

Head Office: São Paulo (Brazil). Branches: Twenty.
London Agents: N. M. Rothschild & Sons.

Banco Nacional do Commercio.
Established 1895.

Capital paid up	15,000 contos.
Reserve	20,500 contos.

Head Office: Porto Alegre (Brazil).
Branches and Agencies in the States of Rio Grande do Sul, Paraná, and Sta Catharina. Correspondents in all principal Brazilian towns.
London Agents: National City Bank of New York; Barclays Bank, Ltd.; Kleinwort, Sons & Co.; J. Henry Schröder & Co.

Banco do Pará.
Established 1883.

Capital paid up	Rs. 3,659,800

Office: Pará (Brazil). London Agents: Westminster Bank, Ltd.

Banco Pelotense.
Established 1906.

Capital paid up	15,000 contos.
Reserve	20,500 contos.

Head Office: Pelotas (Brazil). Many branches and agencies.
London Agents: Midland Bank, Ltd.

Banco Portugues do Brasil.
Established 1918.

Capital	50,000 contos.
Reserve	9,679 contos.

Head Office: Rio de Janeiro. Branches: São Paulo and Santos.
London Agents: Midland Bank, Ltd.

Banco da Provincia do Rio Grande do Sul.
Established 1858.

Capital paid up	25,000 contos.
Reserve	32,000 contos.

Head Office: Porto Alegre (Brazil). Forty-five branches.
London Agents: Midland Bank, Ltd.; Lazard Brothers & Co., Ltd.

Moreira, Gomes & Cia.

Established 1852.

Capital .. .. 1,500 contos.
Reserve .. .. 1,500 contos.

Head Office: Pará (Brazil). Branches throughout Brazil.
London Agents: Midland Bank, Ltd.; National Provincial Bank, Ltd.

Salgado, Filho & Co.

Established 1892.

Head Office: Ceará (Brazil).
London Agents: Midland Bank, Ltd.; British Bank of South America.

CHILE.

Banco Central de Chile.

Established 1926.

Capital paid up .. .. 90,625,000 pesos.
Reserve Fund .. .. 10,265,295 pesos.

Head Office: Santiago. Branches: Valparaiso, Antofagasta, Valdivia.
London Agents: N. M. Rothschild & Sons; Midland Bank, Ltd.; Anglo-South American Bank, Ltd.; Westminster Bank, Ltd.; Lloyds Bank, Ltd.; Banco de Chile.

Banco de Chile.

Established 1894.

Capital and Reserves $225,372,396

Head Office: Santiago. Branches: Forty-three in Chile.
London Office: 94 Gracechurch Street, E.C.2.

Banco de A. Edwards & Cia.

(Affiliated to the Anglo-South American Bank, Ltd.)

Established 1846.

Capital paid up $25,000,000
Reserve $17,072,715

Head Office: Valparaiso. Branch Office: Santiago.
London Agents: Anglo-South American Bank, Ltd.; Glyn, Mills & Co.

Banco Español—Chile.

Founded 1926.

Capital paid up $36,000,000
Reserve $4,200,000

Head Office: Valparaiso.
London Agents: Midland Bank, Ltd.; Westminster Bank, Ltd.; Grace Bros. & Co., Ltd.

Banco Italiano.

Established 1905.

Capital paid up $10,000,000
Reserves $2,500,000

Head Office: Valparaiso. Local Branches: Santiago and Almendral (Valparaiso).
London Agents: Midland Bank, Ltd.

Banco Nacional.

Established 1904.

Capital paid up $40,000,000
Reserve $7,837,948

Head Office: Santiago.
Branches: San Antonio, San Felipe, Santiago (San Diego), Santiago Station, Valparaiso (Almendral), Viña del Mar.
London Agents: Westminster Bank, Ltd.

Banco Osorno y la Unión.

Capital paid up	$12,000,000
Reserve	$5,750,000

Head Office: Osorno (Chile).
Branches: La Unión, Puerto Montt, and Puerto Varas.

Banco de Punta Arenas, Magallanes.

Established 1900.

Capital paid up	$8,000,000
Reserve Funds	$712,404

Head Office: Magallanes (Chile).
London Agents: Banco de Chile; Barclays Bank, Ltd.; J. H. Schröder & Co.

Banco de Talca.

Established 1884.

Capital	$14,000,000
Reserves	$7,000,000

Head Office: Talca.
Branches: Cauquenes, Parral, Linares, San Carlos, and San Javier.

Banco Yugoslavo de Chile.

Established 1918.

Capital	$10,000,000 (paper).
Reserve	$4,607,277.

Head Office: Valparaíso. Branches: Antofagasta, Magallanes, Porvenir.
London Agents: Bank of London and South America, Ltd.; Midland Bank, Ltd.
The smaller Chilean National Banks include:

Banco de Curicó.	Banco de Mulchen.
„ Commercial de Curicó.	„ de Llanquihue.
„ de Constitución.	„ de R. Valenzuela Cia.
„ de Concepción.	

COLOMBIA.

Banco Alemán Antioqueño.

Established 1912.

Capital	$5,000,000
Reserve	$1,160,000

Head Office: Medellín.
Agencies: Buenaventura and Girardot.
Branches: Armenia (C.), Cali, Honda, Barranquilla, Bogotá, Bucaramanga, Cartagena.
London Agents: J. Henry Schröder & Co., and The Equitable Trust Company of New York; S. Japhet & Co., Ltd.; Fredk. Huth & Co.; Midland Bank, Ltd.

Banco de Bogotá.

Established 1871.

Capital (paid up)	$5,000,000
Reserves	$5,323,478

(Amalgamating (1928) the Banco de Bogotá, Banco Central, Banco de Santander, Banco Republicano, Banco de Pereira, and Banco de Pamplona.)
Head Office: Bogotá. Many branches.
London Agents: Midland Bank, Ltd.; Fredk. Huth & Co.; Westminster Bank, Ltd.; Anglo South American Bank, Ltd.; Barclays Bank, Ltd.; Grace Bros. & Co., Ltd.; M. Samuel & Co., Ltd.

Banco de Bolivar.

Established 1907.

Capital	$500,000
Reserve	$112,525

Head Office: Cartagena (Colombia).
London: Equitable Trust Company of New York.

Banco de Colombia.

Established 1875.

Capital	$6,150,000
Reserves	$1,370,000

(Incorporating the Banco del Pacífico and Banco del Ruiz.)

Head Office : Bogotá (Colombia). Branches : Armenia, Barranquilla, Bucaramanga, Buga, Manizales, Calarcá, Cali, Cucutá, Girardot, Palmira, Pereira, Popayán, Pasto, Santa Marta, Tuluá, and Tumaco.

London Agents : Barclays Bank, Ltd.; Grace Brothers & Co., Ltd.; M. Samuel & Co., Ltd.; Comptoir National D'Escompte de Paris; Bankers Trust Company; National Provincial Bank, Ltd.; The Anglo-South American Bank, Ltd.; Credit Lyonnais.

Banco Comercial de Barranquilla.

Established 1904.

Capital paid up	$365,400
Reserves	$561,544

Head Office : Barranquilla (Colombia).
London Agents : National City Bank of New York; Equitable Trust Co. of New York.

Banco Hipotecario de Colombia.

Established 1910.

Capital	$4,000,000
Reserve	$1,924,000

Head Office : Bogotá (Colombia).

London Agents : National Provincial Bank, Ltd.; Anglo-South American Bank, Ltd.

Banco de la Republica.

The National Bank of Issue. Founded 1923.

Capital paid up	$11,618,700
Reserves	$1,683,406

Head Office : Bogotá.

London Agents : Westminster Bank, Ltd.; Lloyds Bank, Ltd.; Midland Bank, Ltd.

Banco de Sucre.

Established 1905.

Capital	$2,000,000

Head Office : Medellín (Colombia).
London Agents : Midland Bank, Ltd.

Koppel (Alexander) & Co.

Head Office : Bogotá (Colombia).
London Agents : National Provincial Bank, Ltd.; Bank of London and South America; Goschen & Cunliffe.

COSTA RICA.

Banco Anglo-Costarricense.

Established 1863.

Capital	1,200,000 colones.
Reserve	1,275,757 colones.

Head Office : San José (Costa Rica).
London Agents : Union Discount Co. of London, Ltd.

Banco de Costa Rica.

Established 1877.

Capital paid up	2,000,000 colones.
Reserve	2,600,000 colones.

Head Office : San José (Costa Rica).
Branches : Simón and Puntarenas.

London Agents : A. Rüffer & Sons, Ltd.; Westminster Bank, Ltd.; Midland Bank, Ltd.; Barclays Bank, Ltd.

Banco Internacional de Costa Rica.

Established 1914.

Capital	2,090,000 colones.
Reserve Fund	5,570,000 colones.

Head Office: San José (Costa Rica).

CUBA.

J. Balcells & Co. (Soc. en Com.).

Established 1875.

Head Office: Havana.
London Agents: A. Ruffer & Sons, Ltd.; Kleinwort, Sons & Co.

Banco Comercial de Cuba.

Established 1917.

Capital	$1,000,000
Reserve	$425,000

Head Office: Havana.
London Agents: Barclays Bank, Ltd.; Midland Bank, Ltd.

Banco del Comercio.

Established 1920.

Paid-up Capital	$2,500,000
Reserve	$1,000,000

Head Office: Aguiar and Obrapia Sts., Havana.
London Correspondents: M. Samuel & Co., Ltd.; Midland Bank, Ltd.; Barclays Bank, Ltd.

ECUADOR.

Banco Central de Ecuador.

Established 1927.

Capital paid up and Surplus	6,639,324 sucres.

Head Office: Quito. Branches: Guayaquil, Cuenca.

Banco de Credito Hipotecario.

Established 1871.

Capital and Reserve	1,690,000 sucres.

Head Office: Pichincha 201, Guayaquil (Ecuador).

Banco de Descuento.

Established 1920.

Capital paid up	4,000,000 sucres.
Reserve	400,000 sucres.

Head Office: Guayaquil (Ecuador).
London Agents: National Provincial Bank, Ltd.; Lloyds Bank, Ltd.; Barclays Bank, Ltd.; Midland Bank, Ltd.; Messrs. Goschens & Cunliffe.

Banco del Ecuador.

Established 1868.

Capital paid up	4,500,000 sucres.
Reserve	2,460,000 sucres.

Head Office: Guayaquil (Ecuador).
London Agents: N. M. Rothschild & Sons; Midland Bank, Ltd.; Westminster Bank, Ltd.; Credit Lyonnais; Comptoir National; Baring Bros. & Co., Ltd.; Lazard Bros. & Co., Ltd.; Banco Español del Rio de la Plata.

Banco Territorial.

Established 1886.

Capital	700,000 sucres.
Reserve	1,089,433 sucres.

Head Office: Guayaquil (Ecuador).

FRENCH GUIANA.

Banque de la Guyane.

Founded 1855.

Capital .. .. Frs. 600,000
Reserves .. .. Frs. 1,300,000

Head Office : Cayenne (French Guiana). Branch Office : St. Laurent du Maroni.
London Agents : Comptoir National d'Escompte de Paris.

GUATEMALA.

Banco Agricola Hipotecario.

Established 1894.

Capital paid up $510,000.00
Reserve $81,138.50

Head Office : Guatemala City. London Agents : Lazard Brothers & Co., Ltd.

Banco Americano de Guatemala.

Established 1895.

Capital paid up $4,000,000
Reserve $7,860,000

Head Office : Guatemala City. London Agents : Westminster Bank, Ltd.

Banco Central de Guatemala.

Established 1926.

Capital paid up .. .. 1,874,955 quetzales.

Head Office : Guatemala City.

London Agents : Anglo-South American Bank, Ltd.; Equitable Trust Company of New York.

Banco de Guatemala.

Established 1895.

Capital paid up .. .. .. 1,100,000 U.S. dollars.
Reserve Fund .. .. .. 208,870.90 U.S. dollars.
Contingency Fund .. .. .. 217,527.58 U.S. dollars.

Head Office : Guatemala City. Fourteen Agencies in Guatemala.

London Agents : Westminster Bank, Ltd.

Banco Internacional de Guatemala.

Established 1877.

Capital paid up .. .. .. $100,000 American gold.
Reserve .. .. $93,060.50 American gold.

Head Office : Guatemala City. Agencies : Quezaltenango, Retalhuleu.

London Agents : Frederick Huth & Co.; Baring Brothers & Co., Ltd.

Banco de Occidente.

Established 1881.

Capital paid up $1,650,000
Reserve $1,141,339

Head Office : Quezaltenango (Guatemala). Branch in Guatemala City.
London Agents : Anglo-South American Bank, Ltd.; Lazard Bros. & Co., Ltd.

HONDURAS.

Banco Atlantida.

Established 1913.

Capital fully paid up .. .. $500,000 U.S. currency.
Undivided Profits and Reserves .. $1,049,050 U.S. currency.

Head Office: La Ceiba (Honduras).
Local Branches: Tegucigalpa, San Pedro Sula, Puerto Cortés, Tela.
London Correspondents: Guaranty Trust Company of New York.

Banco de Honduras.

Established 1889.

Capital authorized $1,000,000
Reserve $556,107

Head Office: Tegucigalpa (Honduras). Branch at San Pedro Sula.
Agencies: Amapala, Choluteca, Juticalpa, Puerto Cortés, Santa Rosa de Copán, Tela, Comayagua, and Santa Bábara.
London Agents: Lazard Brothers & Co., Ltd.; Barclays Bank, Ltd.

MEXICO.

Banco Internacional e Hipotecario de Mexico.

Established 1883.

Capital $5,000,000
Reserve $1,389,577

Head Office: Mexico City.
London Correspondents: Samuel Montagu & Co.; Brown, Shipley & Co.

Banco de Jalisco.

Established 1898.

Capital $6,000,000

Head Office: Apartado 298, Guadalajara (Mexico).
London Agents: Comptoir National d'Escompte de Paris.

Banco de Londres y Mexico.

Established 1864.

Capital $10,750,000
Reserve $85,642

Head Office: Avenida 16 de Septiembre y Calle Bolivar, Mexico City. Branch: Torreón.
London Agents: Lazard Bros. & Co., Ltd.

Banco de Mexico.

Established 1925.

Authorized Capital .. .. .. 100,000,000 pesos oro.
Paid-up Capital .. .. 66,770,851.60 „
Reserve .. .. 1,123,015.18 „

Head Office: Mexico City, Apartado 98 Bis; 26 Branches.
The sole Mexican bank of issue.

Banco Nacional de Mexico.

Established 1884.

Capital paid up $32,000,000
Reserve $8,134,001

Head Office: Mexico City. Thirty-three branches in the principal towns.

Banco Occidental de Mexico.
(Banco Refaccionario.)
Established 1897.

Capital	$1,500,000
Surplus	$1,101,629

Head Office: Mazatlán (Mexico). [*See p.* 618.]

Banco Oriental de Mexico.
Established 1900.

Capital **$12,000,000**

Head Office: Puebla (Mexico). Seventeen branches in Mexico.

Banco de Sonora.
Established 1898.

Capital and Reserve	$3,671,500
Additional Reserve Funds	$1,280,500

Head Office: Hermosillo.
Branches in Nogales, Guaymas, Cajeme and Navojoa (Son.), Culiacan (Sin.).

Banco de Tabasco.
Established 1901.

Capital $1,000,000

Head Office: Apartado 18, Villahermosa (Mexico).
London Agents: Comptoir National d'Escompte de Paris.

Mexico City Banking Corporation, S.A.
Founded 1903.

Capital paid up $1,000,000

Head Office: Mexico City, Apartado 3 Bis.

Sommer, Herrmann & Co., Suc
Established 1846.

Head Office: Mexico City. Branches: Vera Cruz and Puebla.
European Office: Sommer, Herrmann & Co., Sucs., Hamburg.

NICARAGUA.

Anglo-Central American Commercial Bank, Ltd.
Established 1914.

Capital	£55,302
Reserve	£17,450

Head Office: Managua (Nicaragua).
London Office: 15 George Street, Mansion House, E.C.
London Agents: British Overseas Bank, Ltd.
European Agent: A. M. Bayan, 58 Rue de Paradis, Paris.

National Bank of Nicaragua, Inc.
Established 1912.

Capital	$300,000
Reserves	$66,372

Head Office: Managua. Branches: Bluefields, Granada, León. Agencies: Matagalpa, Masaya, Rivas, and Chinandega.
London Agents: Guaranty Trust Co. of New York.

PANAMÁ.

Banco Nacional de Panamá.

Established 1904.

(Official Repository for the Government of Panamá.)

Capital paid up .. .. .. $1,000,000 (U.S. currency).
Reserve .. .. .. $1,089,621 „

Head Office: Panamá City. Fourteen local agencies.

London Agents: Royal Bank of Canada; P.O. Banking Corporation.

PARAGUAY.

Banco Mercantil del Paraguay.

Established 1890.

Capital paid up .. .. .. $25,000,000 (legal money).
Reserve $55,816,535

Head Office: Asunción (Paraguay). Branch: Concepción.

London Agents: Knowles & Foster, 48 Moorgate, E.C.2.

Banco de la República.

Established 1908.

Capital paid up .. .. $4,000,000 (gold).
Reserve .. .. $2,090,517 „

Head Office: Asunción (Paraguay).

London Agents: Comptoir National d'Escompte de Paris.

PERU.

Banco Internacional del Perú.

Established 1897.

Capital paid up .. .. Lp. 400,000
Reserves .. .. Lp. 65,000

Head Office: Lima (Peru).

London Agents: Midland Bank, Ltd.; Grace Bros. & Co., Ltd.

Banco Italiano.

Established 1889.

Capital authorized .. .. Lp. 1,000,000
Capital paid up .. .. Lp. 800,000
Reserve Funds .. .. Lp. 1,114,612

Head Office: Lima (Peru).

Local Branches: Arequipa, Callao, Chincha Alta, Mollendo, Chiclayo, Trujillo, and Cuzco.

London Agents: Banca Commerciale Italiana; Westminster Bank, Ltd.; Midland Bank, Ltd.; Fredk. Huth & Co.; Barclays Bank, Ltd.; Lloyds Bank, Ltd.; Grace Bros. & Co., Ltd.

Banco del Peru y Londres.

Established 1877.

Capital authorized .. .. Lp. 1,000,000
Capital paid up .. .. Lp. 800,000
Reserve .. .. Lp. 356,000

Head Office: Lima (Peru).

Branches: Piura, Paita, Sullana, Chiclayo, Pacasmayo, Trujillo, Huacho, Barranco, Miraflores, Callao, Huancayo, Cañete, Chincha Alta, Pisco, Ica, Mollendo, Arequipa, Cuzco, Puno, Moquegua.

Banco Popular del Peru.

Established 1899.

Capital paid up .. .. Lp. 200,000
Reserve Fund .. .. Lp. 63,000

Head Office: Lima (Peru).

London Agents: Midland Bank, Ltd.; Barclays Bank, Ltd.; Comptoir National d'Escompte de Paris.

Banco de Reserva del Peru.

Established 1922.

Capital paid up .. .. Lp. 370,905
Reserve .. .. Lp. 212,343

Head Office: Lima.

London Agents: Bank of England; Midland Bank, Ltd.; Barclays Bank, Ltd. Lloyds Bank, Ltd.

PORTO RICO.

American Colonial Bank of Porto Rico.

Established 1899.

Capital paid up $1,500,000
Surplus and Undivided Profits $1,154,187

Head Office: San Juan. Branches: Arecibo, Caguas, Mayaguez, Ponce, Santurce, Bayamon.

London Agents: Commercial Bank of Scotland, Ltd., and Bankers' Trust Company.

EL SALVADOR.

Banco Agricola Comercial.

Established 1895.

Capital paid up .. .. $780,000 (U.S. currency).
Reserve and Contingency Funds $377,500 „ „

Head Office: San Salvador (El Salvador, C.A.).

London Agents: Midland Bank, Ltd.; Barclays Bank, Ltd.; The Anglo-South American Bank, Ltd.

Banco Occidental.

Established 1890.

Capital .. .. Colones 6,000,000
Reserve .. .. Colones 2,800,000

Head Office: San Salvador. Branches or agencies in principal towns.

London Agents: Guaranty Trust Co. of New York.

Banco Salvadoreño.

Established 1885.

Capital subscribed and paid up .. $2,000,000 (U.S. currency).
Reserve Fund .. .. .. $250,000 „ „
Contingency Fund .. .. $250,000 „ „

Head Office: San Salvador.

Branches: Santa Ana, San Miguel; several agencies.

URUGUAY.

Banco Agricola Ganadero.

Established 1918.

Capital paid up $760,805
Reserve Fund $51,818

Head Office: Montevideo. London Agents: Crédit Lyonnais.

Banco Comercial.
Established 1857.

Capital paid up $2,000,000
Reserve Fund $2,650,000

Head Office: Calle Cerrito, No. 400, Montevideo.
London Agents: Messrs. Baring Bros. & Co., Ltd.; Midland Bank, Ltd.; and Westminster Bank, Ltd. [*See p.* 618.]

Banco de Credito.
Established 1908.

Capital paid up $2,500,000
Reserve $750,000

Head Office: Montevideo. London Agents: Kleinwort, Sons & Co.

Banco Hipotecario del Uruguay.
Established 1892.

Capital $5,000,000
Reserve $2,876,405,465

Head Office: Montevideo. London Agents: Glyn, Mills & Co.

Banco de la República Oriental del Uruguay.
Established 1896.

Capital paid up $26,758,866.35
Reserve $992,372.41

Head Office: Calle Solis, Esquina Piedras, Montevideo.
Fifty-seven branches in Uruguay.
London Agents: Midland Bank, Ltd.; Glyn, Mills & Co.; and Barclays Bank, Ltd.

VENEZUELA.

Banco Caracas.
Established 1890.

Capital paid up .. .. Bs. 4,500,000
Reserve .. .. Bs. 2,101,084

Head Office: Caracas (Venezuela).
London Agents: Westminster Bank, Ltd.

Banco Comercial.

Maracaibo.

Banco de Maracaibo.

Maracaibo.

Banco Mercantil y Agricola
(formerly Banco Neerlando-Venezolano).
Founded 1925.

Capital .. .. Bs. 8,000,000

Head Office: Caracas.

Banco de Venezuela.
Founded 1870.

Capital pal up .. .. Bs. 24,000,000
Reserves .. .. Bs. 11,377,126

Head Office: Caracas (Venezuela); 31 branches in Venezuela.
London Agents: Kleinwort, Sons & Co.; Midland Bank, Ltd.

Banco Venezolano de Credito.
Founded 1925.

Capital paid up .. .. Bs. 6,000,000

Caracas and Maracaibo.

INSURANCE OFFICES.

The Classes of Insurance named are such only as are undertaken by the respective Companies in the countries concerned.

The following abbreviations indicate the Classes of Insurance transacted:—(F.)=Fire; (M.)=Marine; (A.)=Accident; (M.C.)=Motor Car; (P.G.)=Plate Glass; (E.L.)=Employers' Liability.

The locations of the Companies' Branches and Chief Agencies are shown.

Alliance Assurance Company, Limited.

Established 1824. Total funds exceed £30,000,000.

Classes of Insurance: Fire, Marine, Motor Car.

Head Office: Bartholomew Lane, E.C.2. Marine Department: 2–6 Billiter Square, London, E.C.3.

Branches in South and Central America, Mexico, and Cuba. ARGENTINA—(F.) Barclay & Co., Rivadavia 674, Buenos Aires. BRAZIL—(F., M., M.C.) Wilson, Sons & Co., Ltd., Rio de Janeiro; (F., M., M.C.) Wilson, Sons & Co., Ltd., Rua B. Paranapiacaba 10, São Paulo; (F.) Wilson, Sons & Co., Ltd., Porto Alegre; (F.) Wilson, Sons & Co., Ltd., Rio Grande do Sul; (F., M.C.) Wilson, Sons & Co., Ltd., Avenida Alfredo Lisboa 533, Pernambuco; (F.) Conde & Co., Bahia; (F.) Silvino C. Cabral, Rua Barao de Rio Branco 100, Ceará; (F.) B. R. de Azevedo & Co., Caixa 106, Curityba; (F., M.) R. W. B. Paterson, Caixa Postal 16, Maceio; (F.) Eduardo Burnett & Co., Maranhao; (F.) Higson, Brooks & Co., Caixa Postal 283, Pará; (F.) S.A. Wharton Pedroza, Caixa Postal 144, Parahyba; (F.) R. O'Neill Addison, Sao Francisco do Sul. CHILE—(F., M.) Huth & Co., Calle Prat 75, Valparaiso. COLOMBIA—(F.) Gustavo Posada & Co., Medellin. ECUADOR—(F.) Union Mercantil y Agricola, Guayaquil. GUATEMALA—(F.) J. P. Armstrong & Co., Guatemala City. BRITISH HONDURAS—(F., M.) Belize Estate and Produce Co., Ltd., Belize. EL SALVADOR—(F.) Sydney M. Stadler, San Salvador. CUBA—(F.) G. H. Finlay & Co., 320-3 Bank of Nova Scotia Buildings, Havana. MEXICO—(F.) Watson Phillips & Co., Sucs. S. en C., Avenida Uruguay 103, Mexico City.

Atlas Assurance Company, Limited.

Established 1808. Total funds £10,931,866.

Classes of Insurance: Fire, Marine.

Head Office: 92 Cheapside, London, E.C.2.

Agencies in South America. ARGENTINA—(F., M.) J. F. Macadam & Co., Casilla 1415, Buenos Aires. CHILE—(F.) Buchanan, Jones & Co., Casilla 75V, Valparaiso.

British and Foreign Marine Insurance Co., Ltd.

Established 1863. Total assets £3,429,146.

Classes of Insurance: Marine and Transportation.

Head Office: Liverpool; London, 3 Lime Street, E.C.3.

Agencies in South and Central America and Mexico. URUGUAY—N. Goddard & Co., Casilla de Correo 173, Montevideo. CHILE—Duncan, Fox & Co., Valparaiso; G. P. Finlayson, Arica; Buchanan, Jones & Co., Iquique. EL SALVADOR—Slater, Smith & Co., San Salvador. MEXICO—W. B. Woodrow Co., S.A., la de Bolivar No. 18, Apartado No. 509, Mexico City, with sub-agencies at various seaports.

Caledonian Insurance Company.

Established 1805. Total funds exceed £8,380,000.

Classes of Insurance: Fire, Marine.

Head Office: Edinburgh. Foreign Department: 5 Lothbury, London, E.C.2.

Agencies in South and Central America, Mexico, and Cuba. ARGENTINA—S.A. Comercial e Industrial, "Jorge Bell e Hijos," Avenida de Mayo 840, Buenos Aires. ECUADOR—Hunwick & Co., P.O. 1334, Guayaquil. BRITISH HONDURAS—Dragten Woods & Co., Belize. CUBA—Evaristo Taboada & Co., 1 Marta Abreu, Havana. MEXICO—P. and J. Jacques, Sucrs., S.A., 5A Calle Capuchinas 93, Mexico City.

THE BANKER

A Monthly Review of International Banking Affairs

THE BANKER numbers among its contributors many eminent English and foreign bankers, economists and statesmen, such as the late Earl of Rosebery and Midlothian, the Right Hon. J. Ramsay MacDonald, M.P. (Prime Ministers of Great Britain), the Right Hon. Sir Robert Horne, M.P., and the Right Hon. Philip Snowden, M.P. (Chancellors of the Exchequer), the Right Hon. Walter Runciman, M.P. (formerly President of the Board of Trade and a Director of the Westminster Bank), Mr. J. M. Keynes, Mr. W. W. Paine (director of Lloyds Bank), Mr. R. M. Holland Martin (Chairman of Martin's Bank Limited), Mr. R. J. Hose (Chairman of the Anglo-South American Bank Limited), Viscount D'Abernon (formerly British Ambassador in Germany), Mr. Henry Bell (director of Lloyds Bank), Sir Sidney Sitwell (London Manager of the Imperial Bank of India), Sir Josiah Stamp, G.B.E. (director of the Bank of England), Count Volpi (Italian Finance Minister), Dr. Vissering (President of the Netherlands Bank), Dr. Reisch (President of the Austrian National Bank), and M. Louis Franck, G.C.V.O. (Governor of the National Bank of Belgium).

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In addition to a varied selection of signed articles by practical bankers, each issue contains a comprehensive survey of banking affairs in all parts of the world, and thus enables bankers to keep in touch with important developments which might otherwise escape observation. It is thus essential to every banker.

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Commercial Union Assurance Company, Limited.

Established 1861. Total funds exceed £60,250,000.

All classes of Insurance.

Head Office: 24 Cornhill, London, E.C.3.

Branches and Agencies in South America. ARGENTINA—(F., M., A.) Commercial Union Assurance Co., Ltd., Bartolomé Mitre 335–341, Buenos Aires. BRAZIL—(F., M.) Walter & Co., Rio de Janeiro; (F.) Alfred Speers, São Paulo; (F.) João Holl, Santos; (F.) H. B. Perry & Co., Ltd., Bahia; (F.) John A. Thom, Pernambuco; (F.) Wilson, Sons & Co., Ltd., Porto Alegre. BOLIVIA—(F.) Williamson & Co., Oruro. CHILE—(F., M., A.) Williamson, Balfour & Co., Valparaiso; (F., M.) Townsend & Co., Magallanes. URUGUAY—(F.) H. W. Roberts & Co., Montevideo.

Economic Insurance Company, Limited.

Established 1901. Total funds exceed £2,000,000.

Classes of Insurance: Fire, Marine.

Head Office: 105 Fenchurch Street, London, E.C.3.

Agency in South America. ARGENTINA—Houlder Brothers & Co. (Argentina), Ltd., Edificio Houlder, 25 de Mayo 489–99, Buenos Aires.

Employers' Liability Assurance Corporation, Limited.

Established 1880. Capital subscribed £1,539,090.

Class of Insurance: Fire.

Head Office: Hamilton House, Victoria Embankment, London, E.C.4.

Branch in South America. ARGENTINA—Calle San Martin 232, Buenos Aires.

General Accident Fire and Life Assurance Corporation, Limited.

Established 1885. Total funds £11,913,873.

Classes of Insurance: Fire, Motor Car, Personal Accident, Plate Glass.

Head Offices: General Buildings, Perth, Scotland; General Buildings, Aldwych, London, W.C.2.

Agencies in South and Central America and Cuba. ARGENTINA—General Accident Fire and Life Assurance Corporation, Ltd., Sarmiento 348, Buenos Aires. COLOMBIA—F. and G. Restrepo Alvarez, Medellin. ECUADOR—Illingworth & Co., Calle de Chile 216, Guayaquil. BRITISH HONDURAS—MacMillan Bros., Belize. COSTA RICA—Ricardo Batalla, Apartado 463, San José. GUATEMALA—E. Townson & Co., 38 Avenida Sur 73, Guatemala City. NICARAGUA—P. J. Frawley, Leon. EL SALVADOR—F. S. Badgerow, San Salvador. CUBA—Larrea and Ayala, Oficios 20 y 22, Havana.

Gresham Life Assurance Society, Limited.

Established 1848. Total funds £7,753,742.

Class of Insurance: Life.

Head Office: London, 188-190 Fleet Street, E.C.4.

Agency in South America. ARGENTINA—Forrester & Co., Avenida de Mayo 840, Buenos Aires.

Guardian Assurance Company, Limited.

Established 1821. Paid-up Capital £1,015,000.

Head Office: 68 King William Street, London, E.C.4.

Class of Insurance: Fire.

Agencies in South America. ARGENTINA—Guardian Assurance Co., Ltd., Cangallo 439, Buenos Aires. BRAZIL—Brazilian Warrant Agency and Finance Co., Ltd., Rio de Janeiro; E. Johnston & Co., Ltd., Santos; F. v. Sohsten, Pernambuco;

FOR ALL CLASSES OF INSURANCES

Head Office in Argentina :

BUENOS AIRES

CALLE 25 DE MAYO 31 33

Manager - N. S. HOLLAND

URUGUAYAN BRANCH :

LONDON & LANCASHIRE COMPANIA
ANGLO-ORIENTAL de SEGUROS
MONTEVIDEO

SECURITY - **£13,606,358**

Chief Administration :

7, Chancery Lane, London, England.

Edwards, Cooper & Co., Ltd., Porto Alegre; Duder & Co., Ltd., Bahia; Guimaraes & Co., Curityba; Oliveira Santos & Co., Victoria. BOLIVIA—Williamson & Co., Oruro. CHILE—Williamson, Balfour & Co., Valparaiso; Williamson & Co., Concepción. COLOMBIA—Tracey Bros., Ltd., Bogotá and Medellín. ECUADOR—Alvarado y Bejarano, Guayaquil. URUGUAY—Coates & Co., Montevideo.

Law Union and Rock Insurance Company, Limited.

Established 1806. Total funds £13,515,338.

Classes of Insurance: Fire, Motor Car, and Plate Glass.

Head Office: 7 Chancery Lane, London, W.C.2.

Agencies in South America. ARGENTINA—MacDonald & Co., Bartolomé Mitre 467, Buenos Aires. CHILE—Graham Rowe & Co., Casilla 80V, Valparaiso.

Liverpool and London and Globe Insurance Company, Limited.

Established 1836. Total funds exceed £22,000,000.

Classes of Insurance: Fire, Marine, Accident.

Head Office: 1 Dale Street, Liverpool; 1 Cornhill, London, E.C.3.

Branches and Agencies in South and Central America, Mexico, and Cuba. ARGENTINA—(F., A.) The Liverpool and London and Globe Insurance Co., Ltd., San Martin 81, Buenos Aires. BRAZIL—(F., A., M.) The Liverpool and London and Globe Insurance Co., Ltd., Rua da Quitanda 153, Rio de Janeiro; (F., M.) Hodgkiss & Cia., Caixa do Correio 554, São Paulo; (M., A.) G. C. Dickinson & Co., Ltd., Caixa do Correio 210, Santos; (F.) F. Stevenson & Co., Ltd., Caixa do Correio 51, Bahia; (F.) Leao, Junior & Cia., Caixa do Correio 116, Curityba; (F.) Cory Bros. & Co., Ltd., Caixa 39, Pernambuco. BOLIVIA—(F.) Cattoretti & Cia., Casilla 131, La Paz. CHILE—(F.) Allardice & Co., Casilla 86V, Valparaiso. COLOMBIA—(F., A.) Gaviria, Smith & Co., Apartado 678, Bogotá; (F.) Luis Echavarria P., Apartado 162, Medellin. ECUADOR—(F.) Soc. Comercial Anglo-Ecuatoriana Ltda., P.O. Box 410, Guayaquil. URUGUAY—(F.) Maclean and Stapledon, Casilla de Correo 193, Montevideo. BRITISH HONDURAS—(F.) F. Phillips, Regent Street West, Belize. NICARAGUA—(F.) A. E. Vivas, Granada. CUBA—(F.) G. F. Kohly, Apartado 111, Havana. MEXICO—(F.) The Liverpool and London and Globe Insurance Co., Ltd., Apartado 415, Mexico City.

The London Assurance.

Incorporated by Royal Charter, A.D. 1720. Total funds £12,100,000.

Classes of Insurance: Fire, Marine.

Head Office: 1 King William Street, London, E.C.4.

Agencies in South America. ARGENTINA—Ashworth & Co., Piedras 353, Buenos Aires. BRAZIL—Edward Ashworth & Co., Rua São Bento 26, Rio de Janeiro. CHILE—Kenrick & Co., Casilla 495, Valparaiso. CUBA—Insurance Agencies Corporation, Obrapia 23, Altos, Havana. MEXICO—P. and J. Jacques Sucrs., 5a, Calle de Capuchinas 93, Mexico City.

London and Lancashire Insurance Company, Limited.

Established 1862. Total funds £13,606,358.

Classes of Insurance: Fire, Accident, Motor Car, Plate Glass, Employers' Liability.

Head Office: 7 Chancery Lane, London, W.C.2.

Branches and Agencies in South America and Mexico. ARGENTINA—(F., A., M.C., P.G., E.L.) London and Lancashire Insurance Co., Ltd., 25 de Mayo 31-33, Buenos Aires. BRAZIL—(F.) Ed. Ashworth & Co., P.O. Box 675, Rio de Janeiro; (F.) Ed. Ashworth & Co., Caixa 559, São Paulo. CHILE—(F., M.C.) Santiago Sabioncello, Casilla 85V, Valparaiso. ECUADOR—(F.) H. Fothergill, c/o Anglo-South American Bank, Ltd., Guayaquil. BRITISH GUIANA—(F.) S. Davson & Co., Ltd., Georgetown, Demerara and New Amsterdam, Berbice. URUGUAY—(F.) London and Lancashire Cia. Anglo-Oriental de Seguros, Casilla 94, Monte Video. MEXICO—(F. M.C., P.G.) Manuel A. Levy é Hijos, Apartado 21, Mexico City.

London and Scottish Assurance Corporation, Limited.

Established 1862. Total funds £5,900,000.
Classes of Insurance: Fire, Marine.
Head Office: 66–67 Cornhill, London, E.C.3.

Agency in South America. ARGENTINA—Bessler, Waechter & Co. (Argentine Agency), Ltd., Bolivar, 218, Buenos Aires.

Marine Insurance Company, Limited.

Established 1836. Total funds £2,979,000.
Class of Insurance: Marine.
Head Office: 159 Leadenhall Street, London, E.C.3.

Agency in South America. ARGENTINA—N. S. Holland, 25 de Mayo 31–33, Buenos Aires.

Northern Assurance Company, Limited.

Established 1836. Total assets £21,000,000.
Class of Insurance: Fire.
Head Offices: Aberdeen, and 1 Moorgate, London, E.C.2.

Agencies in South and Central America and Mexico. ARGENTINA—(F., A.) Northern Assurance Co., Ltd., Bartolomé Mitre 441, Buenos Aires. BRAZIL—Norton, Megaw & Co., Ltd., Rua Mayrink Veiga 9, Rio de Janeiro; H. Gueudeville & Co., 8 Rua Portugal, Bahia; Williams & Co., Maceio, Higson, Jones & Co., Manaos; Boxwell & Co., Pernambuco; Wilson, Sons & Co., Ltd., Rio Grande do Sul, Houlder Bros. & Co., Ltd., Rua San Antonio 35, Santos; Carlos de Oliveira Wild, Rua 15 de Novembro 25, São Paulo. CHILE—Huth & Co., Calle Prat 90, Valparaiso. COLOMBIA—A. Koppel & Co., Bogotá; J. M. Goenaga M., Barranquilla; Mayaham and Bridge, Medellin. ECUADOR—Guzman e Hijos, Guayaquil. BRITISH GUIANA—S. Davson & Co., Ltd., Berbice and Demerara. DUTCH GUIANA—J. R. Samson, Paramaribo. BRITISH HONDURAS—C. Melhado & Sons, Belize. NICARAGUA—J. Vassalli & Co., Corinto. EL SALVADOR—Flynn and Rothery, San Salvador. MEXICO—William Young & Co., S.A., 2A San Jeronimo 31, Mexico City.

North British and Mercantile Insurance Company, Limited.

Established 1809. Total funds £37,466,759.
Chief Offices: 61 Threadneedle Street, London, E.C.2; Edinburgh.
Classes of Insurance: Fire, Marine, Motor Car.

Agencies in South and Central America, Mexico, and Cuba. ARGENTINA—(F., M.) North British and Mercantile Insurance Co., Ltd., 427 Bartolomé Mitre, Buenos Aires. BRAZIL—(F.) G. Gradvohl e Fils, P.O. Box 13, Ceará; (F., M.) Leao & Co., Maceio; (F.) Kroneke & Co., P.O. Box 9, Parahyba; (F., M.) Williams & Co., P.O. Box 245, Pernambuco; (F., M.) S. An. Casa Nicolson, P.O. Box 91, Rio de Janeiro; (F., M.) S. An. Casa Nicolson, P.O. Box 607, São Paulo. CHILE—(F., M., M.C.) Gibbs & Co., Calle Cochrane 805, Valparaiso. ECUADOR—(F.) Max Muller & Co., Guayaquil. DUTCH GUIANA—(F.) A. van Tiaa, Surinaamsche Bank, Paramaribo. URUGUAY—(F.) N. Goddard & Co., Casilla de Correo 173, Montevideo. GUATEMALA—(F.) Nottebohm Hnos, Guatemala City. BRITISH HONDURAS—(F.) H. Towrye Price, Belize. NICARAGUA—(F.) The Anglo Central American Commercial Bank, Ltd., Managua. CUBA—(F.) Mestre Machado y Cia., S. en C., San Ignacio 14, Havana. MEXICO—(F.) J. M. Cancino y Hijo Sucrs. S.A., Apartado 1327, Mexico City.

Norwich Union Life Insurance Society.

Established 1808. Total funds £30,000,000.
Classes of Insurance: Life and Annuities.
Head Office: Norwich.

Branch in South America. ARGENTINA—Norwich Union Life Insurance Society Sarmiento 378, Buenos Aires.

Norwich Union Fire Insurance Society, Limited.

Established 1797. Total funds £6,096,431.

Classes of Insurance: Fire, Accident, Marine.

Head Offices: Norwich and 50 Fleet Street, London, E.C.4.

Branch and Agency in South America. ARGENTINA—Norwich Union Fire Insurance Co., Sarmiento 378, Buenos Aires. CHILE—Wessel, Duval & Co., Cochrane 561, Valparaiso.

Phœnix Assurance Company, Limited.

Established 1782. Total funds £35,000,000.

Classes of Insurance: Fire, Marine, Accident.

Head Office: King William Street, London, E.C.4

Agencies in South and Central America, Cuba, and Mexico. ARGENTINA—Leng, Roberts & Co., Reconquista 314, Buenos Aires. BRAZIL—Davidson, Pullen & Co., Rua da Quitanda 145, Rio de Janeiro. CHILE—Gibbs & Co., Calle Cochrane 805, Valparaiso. ECUADOR—L. Guzman e Hijos, Guayaquil. DUTCH GUIANA—S. M. Levie, Heerenstraat 9–11, Paramaribo. BRITISH HONDURAS—V. L. Bryant, North Front Street, Belize. PANAMÁ—Joshua L. Maduro, Avenida Central, Panamá. CUBA—Garcia and Villalba, Calle Lamparilla 22, Havana. MEXICO—R. J. Blackmore & Co., Avenida Uruguay 78, Mexico City.

The Prudential Assurance Company, Limited.

Established 1848. Total funds exceed £219,000,000.

Class of Insurance: Fire.

Chief Office: Holborn Bars, London, E.C.1.

Agencies in South America and Cuba. ARGENTINA—S. A. Thompson Muebles Ltda., Florida 833, Buenos Aires. COLOMBIA—Gaviria, Smith & Co., Apartado 678 Bogotá. CUBA—Rene Dussaq, S. en C., Box 1617, Havana.

Royal Exchange Assurance Company.

Incorporated 1720. Total funds £15,766,571

Classes of Insurance: Fire, Marine, Accident.

Head Office: Royal Exchange, London, E.C.3.

Agencies in South and Central America, Mexico, and Cuba. ARGENTINA—(F., M., A.) Leng Roberts & Co., Reconquista 314, Buenos Aires. BRAZIL—(F.) H. Waite, Caixa Postal 1384, Rio de Janeiro. CHILE—(F.) Graham Rowe & Co., Casilla 80 V, Valparaiso. ECUADOR—(F.) B. Vignolo & Hijos, Apartado 411, Guayaquil. GUATEMALA—(F.) Rosing Brothers & Co., Guatemala City. CUBA—(F.) Zaldo Martinez y Cia, S. en C., Apartado 769, Havana. MEXICO—(F.) Watson Phillips y Cia., Sucrs., S. en C., Apartado 67, Mexico City.

Royal Insurance Company, Limited.

Established 1845. Total funds £39,764,766.

Classes of Insurance: Fire, Life, Accident, and Marine.

Head Offices: Liverpool; 24–28 Lombard Street, London, E.C.

Agencies in South America. ARGENTINA—Royal Insurance Co., Ltd., Bartolomé Mitre 478, Buenos Aires. BRAZIL—Royal Insurance Co., Ltd., Caixa Postal 775, Rio de Janeiro; F. Stevenson & Co., Ltd., Caixa Postal 51, Bahia; Suter, Baumann & Co., Caixa Postal 342, Manáos; Suter, Baumann & Co., Caixa Postal 49, Pará; Logan & Co., Caixa Postal 49, Perambuco; Wigg Bros., Caixa Postal 52, Rio Grande do Sul; F. S. Hampshire & Co., Ltd., Caixa Postal 32, São Paulo. BOLIVIA—Duncan, Fox & Co., Casilla 133, La Paz. CHILE—Duncan, Fox & Co. ("Queen" and "Lancashire" Agents), Concepción; Jackson & Co., Calle Cochrane 854; Duncan, Fox & Co. ("Queen" and "Lancashire" Agents), Valparaiso. COLOMBIA—Agencia "Gomes Casseres," P.O. Box 61, Barranquilla; G. Pradilla & Co., P.O. Box 513, Bogotá. ECUADOR—S. C. Anglo-Ecuatoriana, Ltd., P.O. Box 410, Guayaquil. BRITISH GUIANA—Booker Bros., McConnel & Co., Ltd., Georgetown. DUTCH GUIANA—Messrs. I. Haas, Paramaribo, Surinam; Benjamins Brothers ("Lancashire" Agents), Paramaribo, Surinam. FRENCH GUIANA—Henry Didier, Cayenne. URUGUAY—Edward Cooper & Son, Calle Piedras 357; Castiglioni and Lucas-Calcraft ("Queen" Agents), P.O. Box 226 Potenze and Sosa Dias ("Lancashire" Agents), Calle 25 de Agosto 432, Montevideo

A QUESTION OF CHOICE

THE amount of dogmatism shown even by advertising experts is truly amazing.

One considers that humour is detrimental in advertising. Another that ladies in Whitechapel have no appreciation of art.

Yet some of the most successful campaigns have been humorous, whilst Mrs. 'Enery 'Awkins sees as much beauty in the buttercup as My Lady from the stateliest home in the land.

It is all a question of choice. Providing sufficiently clever talent is employed, all styles can be made to pull results.

Street's have the talent; their service is second-to-none. Both for home and overseas advertising they have a complete organization which is at the disposal of every client.

STREET'S

G. STREET & CO. LTD.

6, GRACECHURCH ST., LONDON, E.C.3.
8, SERLE STREET, LONDON, W.C.2.
& 34, THROGMORTON STREET, E.C.2.

MEMBERS OF THE INSTITUTE OF INCORPORATED PRACTITIONERS IN ADVERTISING

Scottish Union and National Insurance Company.

Established 1824. Total funds over £15,000,000.

Class of Insurance: Fire.

Head Office: Edinburgh; 5 Walbrook, London, E.C.4.

Agencies in South and Central America, Mexico, and Cuba. ARGENTINA—J. and J. Drysdale & Co., Peru 440, Buenos Aires. CHILE—W. R. Grace & Co., Valparaiso, Concepción, Santiago and Valdivia; Townsend & Co., Magallanes. PANAMÁ—Isaac Brandon and Bos., Inc., Panamá. CUBA—Messrs. Beck & Co., Obrapia 23, Havana. MEXICO—P. and J. Jacques, Sucrs., 5A Calle de Capuchinas 93, Mexico City.

Sun Insurance Office.

Established 1710. Total funds £6,139,720.

Classes of Insurance: Fire, Marine.

Head Office: 63 Threadneedle Street, London, E.C.2.

Agencies in South America. ARGENTINA—(M.) Sun Insurance Office, Ltd., San Martin 121, Buenos Aires. BRAZIL—(F., M.) H. Wilson Jeans, P.O. Box 959, Rio de Janeiro. CHILE—(F., M.) Buchanan Jones & Co., Casilla 940, Valparaiso.

Union Assurance Society, Limited.

Established 1714. Total funds £2,099,379.

Classes of Insurance: Fire, Accident.

Head Office: 1 and 2 Royal Exchange Buildings, London, E.C.3.

Agencies in South America. ARGENTINA—Leng, Roberts & Co., Reconquista 314, Buenos Aires. CHILE—Union Assurance Society, Ltd., Calle Prat 136, Valparaiso.

THE
SÃO PAULO RAILWAY

is the natural channel for transport to and from the sea, of all the exports and imports of the thriving State of São Paulo.

BUFFET CARS, PULLMAN CARS, RESTAURANT CARS.

Twelve trains daily each way Santos—São Paulo, and eleven trains daily from São Paulo for Jundiahy and the interior and vice versa

The most progressive railway in the most progressive State in the largest Republic in South America.

TRAFFIC 1923-1928.

YEAR	PASSENGERS	COFFEE	GOODS—Grand Total
	Number	Sacks 60 k.	Tons
1923	6,028,585	9,390,050	3,607,029
1924	6,476,831	10,633,450	3,661,257
1925	7,245,800	9,263,867	4,363,490
1926	8,347,166	9,625,581	4,197,110
1927	9,386,691	11,600,126	4,632,373
1928	10,773,017	9,780,462	4,842,904

THE SAN PAULO (Brazilian) RAILWAY CO., Ltd.
111 Gresham House, Old Broad Street, E.C.2

RAILWAYS OF LATIN-AMERICA

For a complete List of the Local and Other Business Announcements appearing in this volume see the "Index to Advertisers," page xxix et seq.

THE BUENOS AYRES GREAT SOUTHERN RAILWAY COMPANY, LIMITED.

Capital Authorised - £68,775,530
Capital Issued - - £62,735,400

The Company owns or works a Railway system 4,810 miles in length operating in the Province of Buenos Ayres and the Territories of La Pampa, Rio Negro, and Neuquen of the Argentine Republic.

The Railway has direct access to all ports of the Province of Buenos Ayres, and serves the popular seaside resorts of Mar del Plata, Miramar, Necochea, and Quequen and the inland health resorts of Tandil and Carhué.

Offices of the Company :—

In London. River Plate House, Finsbury Circus, E.C. 2.
In Buenos Ayres. Local Committee—Calle Cangallo 564.
Administration—Plaza Constitucion Station.

ENTRE RIOS **BUENOS AIRES** **CORRIENTES**

The Entre Rios Railways
and
Argentine North Eastern Railway

JOINT ADMINISTRATION
Concordia, Entre Rios

General Manager : **Major O. LOEWENTHAL**
Head Office : **River Plate House, London.**

THE TWO COMPANIES have a capital of £14,000,000 and operate jointly 1,542 miles of railway. They serve all the important towns of **Entre Rios, Corrientes,** and **Misiones,** and own and operate the train ferries crossing the Rivers Paraná and Alto Paraná. Their trains run between **Buenos Aires,** the Capital of Argentina, and **Asuncion,** the Capital of Paraguay, in combination with The Buenos Aires Central and Paraguay Central Railways.
Ibicuy, Argentina's up-river port nearest to the sea, has been built by the Entre Rios Railway to provide for the economical handling of exports and imports by ocean steamers.

The man who wants to get ahead, looks ahead to these fast developing lands

MISIONES PARAGUAY

RAILWAYS OF LATIN-AMERICA.

ARGENTINA.

Argentine Great Western Railway Company, Ltd.

Dashwood House, 69 Old Broad Street, London, E.C.2.
(Administered by the Buenos Ayres and Pacific Railway Company, Ltd.)
Mileage: 1,119. Gauge, 5 ft. 6 in.

Argentine North Eastern Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

Mileage: 753. Gauge, 4 ft. 8½ in.
Area: Provinces of Corrientes, Misiones, connecting with the Paraguay Central Railway in the north and the Entre Rios Railways in the south. Joint administration with the Entre Rios Railways.

Argentine Transandine Railway Company, Ltd.

River Plate House, 12–13 South Place, London, E.C.2.

Area: Connecting link between the Argentine and Chilean railway systems forming the transcontinental route between Buenos Aires and Valparaiso or Santiago.
Gauge: Metre. (*See page* 110.)

Bahia Blanca and North-Western Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

(Worked by the Buenos Ayres Great Southern Railway Company, Ltd.)
Mileage: 764. Gauge, 5 ft. 6 in.

Buenos Aires Central Railway.

Calle Corrientes 4,002, Buenos Aires.

Mileage: 292. Gauge, 4 ft. 8½ in. Buenos Aires to Zarate and 4 de Febrero.

Buenos Ayres, Ensenada and South Coast Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

(Worked by the Buenos Ayres Great Southern Railway.)
Mileage: 109. Gauge, 5 ft. 6 in.

Buenos Ayres Great Southern Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

(The Company also works the Buenos Ayres, Ensenada and South Coast Railway Co., Ltd., and Bahia Blanca and North Western Railway Co., Ltd. Jointly with the Buenos Aires Western Railway, Ltd., it operates the Buenos Ayres Midland Railway Co., Ltd.)
Mileage open: 4,720. Gauge, 5 ft. 6 in.
Area: Province of Buenos Aires, Territories of La Pampa, Rio Negro, and Neuquen.

Buenos Ayres Midland Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

Mileage: 322. Gauge, 3 ft. 3 in.
Area: From the Capital to Carhue, Province of Buenos Aires.

Buenos Ayres and Pacific Railway Company, Ltd.

Dashwood House, 69 Old Broad Street, London, E.C.2.

Includes Argentine Great Western, and Villa Maria and Rufino Railways.
Mileage: 2,806. Gauge, 5 ft. 6 in.
Area: Provinces of Buenos Aires, Córdoba, San Luis, Mendoza, and San Juan.
(*See page* 666.)

CENTRAL ARGENTINE RAILWAY

FAST AND LUXURIOUS TRAINS
Parlour, Restaurant & Dining Cars, Two & Four Berth Sleeping Compartments.

3,319 MILES OF LINE THROUGH
the heart of the Argentine, connecting Buenos Aires with Rosario, Santa Fé, Córdoba, Santiago del Estero, Tucuman.

3a Coleman Street, London, E.C.2

299 Bartolomé Mitre, Buenos Aires.

Buenos Aires Provincial Government Railway.

Mileage: 345. Gauge, metre. La Plata to Mira Pampa.

Buenos Aires Western Railway, Ltd.

River Plate House, 10/11 Finsbury Circus, London, E.C.2.

Mileage: 1,926. Gauge, 5 ft. 6 in.
Area: Provinces of Buenos Aires, San Luis, and Mendoza, Territory of La Pampa.

Central Argentine Railway, Ltd.

3A Coleman Street, London, E.C.2.

Mileage: 3,319. Gauge, 5 ft. 6 in. (including 27 miles mixed 5 ft. 6 in., and 1·00 metre gauge).
Area: Provinces of Buenos Aires, Santa Fé, Córdoba, Santiago del Estero, Tucuman.

Central Railway of Chubut Company, Ltd.

River Plate House, 13 South Place, London, E.C.2.

(Line leased to Argentine State Railways, and worked in conjunction with 75 c.m. gauge railways from Dolavon and from Trelew to Rawson.)
Mileage: 65. Gauge, metre.

Compagnie Française des Chemins de fer de la Province de Santa Fé (Société Anonyme).

66 Rue de la Chaussée d'Antin, Paris.

Mileage: 1,188. Gauge, 3 ft. 3 in.
Area: Province of Santa Fé.

Córdoba Central Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

Mileage: 1,218. Gauge, metre.
Area: Provinces of Buenos Aires, Santa Fé, Córdoba, Santiago del Estero, Catamarca, and Tucumán.

Correntino Railway.

Calle Reconquista 157, Buenos Aires.
Mileage: 155. Gauge, 60 c.m. Corrientes to Mourucuyá, and two short branches.

Entre Rios Railways Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

Mileage: 838. Gauge, 4 ft. 8½ in.
Area: Province of Entre Rios connecting with Buenos Aires, and with the Argentine North-Eastern at Concordia (whence connection with Paraguay). (*See page* 646.)

Province of Buenos Aires Railway (Cia General).

Mileage: 790. Gauge metre. La Plata to Rosario, Vedia, General Villegas, Victorino de la Plaza.

Rosario to Puerto Belgrano Railway.

Mileage: 513. Gauge, 5 ft. 6 in. Rosario to Bahia Blanca and Puerto Belgrano.

Ferrocarriles del Estado.

(National Government Lines.)

Calle Peru 672, Buenos Aires.

Central Norte Argentino. Mileage: 3,055. Gauge, metre. Area: North and west from Santa Fé, connecting at La Quiaca with Bolivian railways.

THE FIRST RAILWAY IN THE ARGENTINE

Which serves the Province of Buenos Aires and the Pampa Territory, the principal cereal, livestock and industrial zones, as well as the Southern district of the Province of Mendoza (Colonia Alvear), noted for the quality of its grapes, pears, apples and peaches.

BUENOS AIRES WESTERN RAILWAY

ADMINISTRATION BUENOS AIRES — Once Station, Plaza Once, BUENOS AIRES, ROBIN STUART, *General Manager*.

LONDON OFFICE — River Plate House, Finsbury Circus, E.C.2. ROBERT GRAHAM, *Secretary*.

MANUAL OF ARGENTINE RAILWAYS FOR 1930

BY

SIR STEPHEN KILLIK

10 DRAPERS' GARDENS, LONDON, E.C.2.

Twenty-fifth Annual Issue.

London :

EFFINGHAM WILSON, 16 Copthall Avenue, E.C.2.

San Antonio-Bariloche. Mileage: 469. Gauge, 5 ft. 6 in. Crossing Rio Negro Province from the Gulf of San Matias towards Lake Nahuel Huapi.

Also the following shorter lines :—

	Miles.	Gauge.	
Formosa–Embarcación ..	186	Metre	(Formosa Province)
Puerto Deseado	178	5 ft. 6 in.	(Santa Cruz Province)
Comodoro Rivadavia ..	124	5 ft. 6 in.	(Chubut Province)
Ferrocarril del Este .. (Diamante-Curuzu Cuatia)	104	4 ft. 8½ in.	(Paraná River)
Central of Chubut (leased)	78	Metre	(Chubut Province)
	90	75 c.m.	(Chubut Province)
Rosario-Fuentes	35	Metre	(Santa Fé Province)
San Nicolas–Arroyo Dulce	34	Metre	(B.A. Province)

BOLIVIA.

Antofagasta (Chili) and Bolivia Railway Company, Ltd. (See Chile).

1 Broad Street Place, London, E.C.2.

Owns the main line Antofagasta–Oruro and Viacha–La Paz, and operates the branch lines owned by the Bolivia Railway Co. (*See page* 654.)

Bolivia Railway Co.

1 Broad Street Place, London, E.C.2.

Operated by the Antofagasta and Bolivia Railway Co. Mileage: 416.

Branches: Viacha to Oruro; Oruro to Cochabamba; Rio Mulato to Potosi; Uyuni to Atocha.

F.C. International Arica–La Paz.

Chilean section: Arica–Charaña (125 miles).

Bolivian section: Charaña–La Paz (151 miles).

Guaqui and La Paz Railway.

Operated and owned by the Peruvian Corporation, connecting La Paz with Lake Titicaca (60 miles).

State Guarantee Lines.

Atocha–Villazon (127 miles) linking Argentine and Bolivian systems. Metre gauge.

Under construction: La Paz-Yungas–El Beni Railway (34 miles open). Potosi-Sucre (34 miles open). Corocoro–Tarejra (5 miles).

Private Railways.

Patiño Mine (37 miles), Machacomarca–Uncía; Huanchaca Mine (26 miles), Uyuni–Huanchaca; Empresa Luz y Fuerza Eléctrica de Cochabamba (49 miles), Cochabamba –Vinto–Arani.

BRAZIL.

Central do Brazil.

Kilometres 2,902. Gauge, metre and 5 ft. 3 in. Rio de Janeiro to São Paulo and suburban lines; Rio de Janeiro to Independencia; and other branches.

Madeira-Mamoré Railway Company.

Friars House, New Broad Street, London, E.C.2.

Mileage: 226. Gauge, metre.

From Porto Velho (Madeira River) to Guajara-Mirim.

Mogyana Railways Company.

(Companhia Mogyana de Estradas de Ferro.)

Km.: 1,966. Gauge, metre.

Area: Districts of Campinas, Ribeirão Preto, Franca, Uberaba, Catalão, Guaxupe, and southern parts of Minas Geraes.

LEOPOLDINA RAILWAY CO., Ltd.

Direct Communication between the States of Rio de Janeiro, Espirito Santo and Minas Geraes.

Length of Line 1,856 miles, with 302 Stations, serving an area of 200,000 square miles.

Fast Trains to the Beautiful Mountain Cities of PETROPOLIS 2,650 feet, and FRIBURGO 2,750 feet above sea-level. Excursion Tickets issued at Special Rates.

Night Express Trains from NICTHEROY to CAMPOS and VICTORIA, with Dining and Sleeping Coaches.

For further information apply to

BARÃO DE MAUÁ STATION, RIO DE JANEIRO;

or to the OFFICES OF THE COMPANY:

3 LOMBARD STREET, LONDON, E.C. 3

Chas. W. BAYNE, General Manager. J. H. DRURY, London Manager & Secretary

The State of Bahia South Western Railway Co. Ltd.

THE Company owns and works a line of railway running inland from the Port of Ilheos to Itabuna, with branch lines to Agua Preta and Sequeiro do Espinho, thus serving the most important cocoa-growing zone in Brazil, producing about 65% of the total Brazilian cocoa crop or some 10% of the world's production.

An extension of the line to Itapira which is under construction will connect Ilheos with a further large cocoa-growing zone situated in the fertile valley of the Rio de Contas, which hitherto has been without adequate transport facilities.

The cocoa crop is shipped from the Port of Ilheos (situated about 120 miles south of Bahia) direct to New York or, with transhipment at Bahia, to Europe.

Since the opening of the Railway the cocoa crop in the Ilheos zone has nearly trebled, with a corresponding increase in the general development and trade of the district. It is anticipated that similar progress will be made in the valley of the Rio de Contas when the extension now under construction is opened for traffic.

Full particulars of the cocoa-growing industry and of the district may be obtained on application to the Company's Offices as under :—

LONDON	.. ..	**8 Arthur Street, E.C.4.**
BAHIA	.. ..	**85 Rua Santa Barbara.**
ILHEOS	.. ..	**Caixa Postal No. 4.**

Managing Director: WM. ANTHONY BROWN,
Local Director in Bahia: BENTO BERILLO de OLIVEIRA.
Superintendent of the Line: F. R. HULL, M.Inst.C.E.

Great Western of Brazil Railway Company, Ltd.

River Plate House, 12/13 South Place, London E.C.2.

Mileage : 1,016. Gauge, metre.

Area : States of Pernambuco, Parahyba, Alagôas and Rio Grande do Norte.

(*See page* 654.)

Leopoldina Railway Company, Ltd.

3 Lombard Street, London, E.C.3.

Mileage : 1,856. Gauge, metre.

Area : States of Rio de Janeiro, and Minas Geraes, Espirito Santo, including ports of Rio, São João de Barra, and Victoria.

State of Bahia South Western Railway Company, Ltd.

8 Arthur Street, King William Street, London, E.C.4.

Mileage : 85 kilometres in traffic—45 kilometres under construction. Gauge, metre

Area : The cocoa-producing area between the port of Ilheos and Itabuna and the Almada and Mucambo valleys. The extension will serve the cocoa-producing area in the valley of the Rio de Contas.

The Paulista Railway.

Km. : 1,300. Gauges 1·60; 1; 0·60 metres. Interior of São Paulo State.

San Paulo (Brazilian) Railway Company, Ltd.

111 Gresham House, Old Broad Street, London, E.C.2.

Mileage : Main Line, 86½; gauge, 5 ft. 3 in. Bragantina section, 67; gauge, 3 ft. 3 in.

Area : Santos, via São Paulo, to Jundiahy and the towns of Bragança, Atibaia and Piracaça, including the most important coffee-producing districts. (*See page* 644.)

Rêde Southern San Paulo Railway.

Km. : 161. Gauge, metre.

Area : Santos and the coastal area to Juquiá, connecting at that point with river steamers to Xiririca Iguapé and Cananea.

Rêde Brazil Great Southern Railway.

Km. : 299. Gauge, metre.

Area : Quarahim (connecting with the North Western of Uruguay Railway) to Itaqui, with extension to São Borja through the western districts of Rio Grande do Sul; a connection at Uruguayana with the State Railway of Rio Grande do Sul.

Rêde Sul-Mineira.

Km. : 1,194. Area : Southern Minas Geraes.

E.F. São Paulo and Rio Grande.

Km. : 1,974. Gauge, metre. Itarare to border R. G. do Sul.

E.F. Noroeste do Brasil.

Km. : 1,296. Baurú (Sorocabana Railway) to Porto Esperança (Paraguay River).

E.F. Oeste de Minas.

Km. : 2,252. Serves the Western part of Minas Geraes; Sitio to Paraopeba (connects with Central of Brazil).

E.F. Sorocabana.

Km. : 1,864. Owned by State of San Paulo. Gauge, metre. Main line : San Paulo–Baurú (439 kilos) with six branches.

Viacão Cearense.

Sobral Railway : Camocim–Poty Ibiapaba, 373 kilos.

Baturité Railway : Ceará (or Fortaleza)–Cedro–Inganzeiras, 538 kilos.

THE GREAT WESTERN OF BRAZIL RAILWAY COMPANY LIMITED.

PRINCIPAL TERMINI :—

State of PERNAMBUCO - RECIFE
" PARAHYBA - - CABEDELLO
" RIO GRANDE - NATAL DO NORTE
" ALAGOAS - - MACEIO

The system consists of 1,016 miles of metre gauge Railway, serving the above four States in Northern Brazil with direct railway communication between Recife and the other State Ports.

For information regarding tariffs and other particulars apply :—

General Manager,
Dr. Joaquim de Assis Ribeiro,
Rua Barao do Triumpho,
Recife.

Secretary,
W. M. Codrington,
River Plate House, South Place,
London, E.C.2.

CANVAS, ETC.

THE PORT-GLASGOW AND NEWARK SAILCLOTH CO. LTD.

Works: Port-Glasgow, Scotland. Flax Spinners, Manufacturers of Canvas and Tarpaulin, Filter Press Cloth, Sheath Cloth and Sail Twines, Upholsterers' Twines, etc. Contractors to Admiralty, War Office, India Office, etc.

Telegrams: "Newark, Port-Glasgow."

Telephone: **20.** Codes: A B C (5th and 6th Editions), Marconi's and Bentley's.

THE ANTOFAGASTA (CHILI) & BOLIVIA RAILWAY COMPANY, LTD.

Operates more than 1,800 miles of line in NORTHERN CHILI and BOLIVIA. The system links the Chilian ports of ANTOFAGASTA, MEJILLONES, and COLOSO with the Chilian State Railways (thus giving access by rail to VALPARAISO and SANTIAGO); with the ARGENTINE via UYUNI and VILLAZON, and with Peru via VIACHA and LAKE TITICACA. The main line from ANTOFAGASTA to LA PAZ, via UYUNI and ORURO, is 720 miles in length, and there are branches to the Bolivian towns of COCHABAMBA and POTOSI. Excellent accommodation is provided by the international trains which are equipped with sleeping and dining cars. For further information see illustrated booklet containing map of the system and timetable, which can be obtained on application to :—

W. A. PICKWOAD, General Manager, LA PAZ, BOLIVIA.
A. E. HESKETT, General Manager, ANTOFAGASTA, CHILI.

Or the London Offices of the Company at
1 BROAD STREET PLACE, FINSBURY CIRCUS, E.C.2.

Viacão do Rio Grande do Sul.

Km.: 2,606. Serves Rio Grande do Sul, Porto Alegre to Itarare for São Paulo and Rio de Janeiro.

E.F. Victoria—Minas.

Km.: 530. From Victoria (Espirito Santo) to Itabira.

Rêde Este Brasileiro.

Km.: 1,719. Central Bahia from São Felix.

Minor Railways.

E.F. Bragança. Km.: 291. Pará (Belem) to Bragança.
E.F. São Luiz–Therezina. Km.: 450. Maranhão to Therezína.
E.F. Petrolina–Therezina. Km.: 140.
E.F. Central do Piauhy. Km.: 152.
E.F. Central do Rio Grande do Norte. Km.: 176. Natal to Lages.
E.F. Nazareth. Km.: 221. Eastern Bahia.
E.F. Mariçá. Km.: 130. Rio de Janeiro State. Neves to Iguabá Grande.
E.F. Rio d'Ouro. Km.: 127. Rio de Janeiro to São Pedro.
E.F. Paracatú. Km.: 151. Minas Geraes State.
E.F. Goyaz. Km.: 349. Araguary (Magyana Ry.) to Tavares.
E.F. Dourado. Km.: 273. S. Paulo State, Ribeirão Bonito to Bariry.
E.F. São Paulo–Goyaz. Km.: 147. Western S. Paulo State, Bebedouro to Olimpia.
E.F. São Paulo–Minas. Km.: 136. Bento Quirino to S. Sebastian do Paraiso.
E.F. Norte do São Paulo (Araquara). Km.: 280. Araquara to Ribeiro Prato.
E.F. D. Thereza Christina. Km.: 207. Western Matto Grosso State.
E.F. Santa Catharina. Km.: 69. Blumenau to Hansa.

BRITISH GUIANA.

Government Railways.

(Operated by the Colonial Transport Department.)

East Coast Line: Georgetown to Rosignol (Berbice River), 60 miles; 4 ft. 8½ in. gauge.

West Coast Line: Vreed-en-Hoop (Demerara River) to Parika (Essequebo River), 18½ miles; 3 ft. 6 in. gauge.

Sproston's Railway.

Wismar (Demerara River) to Rockstone (Essequebo River), 18¾ miles; metre gauge.

Plantation Railways.

Short lines on Blairmont and Port Mourant Estates.

BRITISH HONDURAS.

Stann Creek Railway.

Inland from Commerce Bight, Stann Creek, for 25 miles; 3 ft. gauge.

CHILE.

Antofagasta (Chili) and Bolivia Railway Company, Ltd.

1 Broad Street Place, London, E.C.2.

Mileage (own and leased lines), 1,810. Metre gauge.

Connects the nitrate ports Antofagasta, Mejillones and Coloso with the principal towns of Bolivia. The Company operates under leases the lines of the Bolivia Railway Co., and Aguas Blancas Railway Co., the latter being of 2 ft. 6 in. gauge. It also works the Chilean Northern Longitudinal Railway.

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Carrizal and Cerro Blanco Railway Company, in Liquidation.

Offices: Valparaiso, and 21 Dale Street, Liverpool.
Mileage: 126. Gauge, 4 ft. 2 in.

Chilean State Railways.

Santiago. Mileage, 3,100. Gauges, metre and 1·676 metre.
The Longitudinal line extending north to Tacna, south to Puerto Montt; and branches.

F.C. Internacional (Arica–La Paz).

Chilean Section: Arica–Jeneral Lagos, 184 kilos.
Bolivian Section: Charaña–La Paz, 446 kilos.

Chilian Transandine Railway Company, Ltd.

148 Leadenhall Street, London, E.C.3.

Mileage: 44. Gauge, metre.
From Los Andes (Chile) to the Argentine frontier, connecting with the Argentine Transandine (metre gauge) Railway. Portions of the track are on the "rack" system.

Nitrate Railways Company, Ltd.

110 Cannon Street, London, E.C.4.

Mileage: 413. Gauge, 4 ft. 8½ in.
Area: Tarapacá and the ports of Iquique and Pisagua.

Taltal Railway Company, Ltd.

River Plate House, 10 and 11 Finsbury Circus, E.C.2.
Mileage: 172. Gauge, 3 ft. 6 in.
From the port of Taltal to Aguada de Cachinal and Cachinal de la Sierra.

COLOMBIA.

Antioquia Railway.

Medellin.

From Puerto Berrío to Medellin, 194 kilometres; Medellin to Pte. Jericó, 12 kilometres. Gauge, 3 ft.

The Barranquilla Railway and Pier Company, Ltd.

7 St. James's Street, S.W.1.

Mileage: 18½. Gauge, 3 ft. 6 in.
Pier at Puerto Colombia, 4,600 ft.
Area: From Puerto Colombia Pier (Savanilla Bay) to Barranquilla.

The Colombia Railways and Navigation Co., Ltd.

Finsbury Court, Finsbury Pavement, London, E.C.2.

Mileage: 65. Gauge, 3 ft.
Cartagena to Calamar on the River Magdalena. The Company owns a fleet of steamers on the River Magdalena.

Caldas Railway.

Gauge: 3 ft. Puerto Caldas–Cartágo–Manizales (103 kilos).

Carare Railway.

Under construction to connect Tunja (North-eastern Railway) with Puerto Aquileo on Carare River.

Cauca Railway.

Under construction from terminus Amaga Railway to Cauca River.

Central Bolivar Railway.

Under construction on Government account from Cartagena across the Department of Bolivar to the border of Antioquia; intended to form a section of a western Colombia trunk line Buenaventura–Cartagena.

Cúcuta Railway Company.

Mileage: 62. Metre gauge.
Area: From Villamizar on the Zulia River, to Cúcuta, with an extension to Tachira (Venezuelan frontier).

Cundinamarca (Sabaña) Railway.

Mileage: 82. Gauge, 3 ft.
Area: From Bogotá to Facatativá and Dintel. Connects with the Girardot Railway. Section Facatativá to la Tribuna open to traffic; extension to Puerto Liévano under construction.

The Dorada Railway Co., Ltd.

Moorgate Hall, London, E.C.2.

Mileage: 70. Gauge, 3 ft.
Area: Connects Ambalema with La Dorada.
A ropeway owned by an associated company crosses the Andes from Mariquita (Dorada Railway) via Cajones and Esperanza stations to Manizales and extends about 44½ miles.

Girardot Railway.

London Agent: A. Lopez, 52 Bedford Street, Strand, W.C.2.
Mileage: 82. Gauge, 3 ft.
Area: Department of Cundinamarca, from Girardot to Facatativá.

Ibagué–Ambalema Railway.

Gauge, 3 ft. Under construction to afford through communication Beltrán–Bogotá.

Nacederos–Armenia Railway.

57 kilos. Under construction to connect the two points named, south-east from Puerto Caldas (Cauca River).

Narino Railway.

Under construction to connect Pacific system at Popayán with the port Tumaco and the frontier town Ipiales.

North Central Railway.

Section 1: Puerto Wilches to Bucaramanga (56 miles open).
Section 2: Bogotá to Chinquinquira and Bucaramanga (107 miles open).
Metre gauge.

North-Eastern Railway.

Metre gauge. Under construction Bogotá–Bucaramanga via Tunja (150 kilos).

Pacific Railway (F. C. del Pacifico).

Government owned, and intended, eventually, to give through connections. Buenaventura-Bogotá (480 miles), and with the Antioquian system to form a trunk line from the Atlantic to the Pacific. Gauge, 3 ft.
Line open from Buenaventura to Cali, and north to San Francisco, on the Caldas Railway; and from Cali south to Popayán. Line Popayán to Pasto under construction.

The Santa Marta Railway Company, Ltd.
28 Austin Friars, London, E.C.2.

Mileage worked : 127; mileage owned : 98. Gauge, 3 ft.
Serves the banana-growing districts between Santa Marta and Fundación.

Southern Railway.

Mileage : 22. South-west from Bogotá to Falls of Tequendama. Metre gauge.

Tolima and Huila Caqueta Railway.

Mileage : 40. Flandes (Girardot) to Ibagué; under construction Espinal–Neiva. Open to Natagaima. Gauge, 3 ft.

COSTA RICA.

Costa Rica Railway Company, Ltd.

Dashwood House, 69 Old Broad Street, London, E.C.2.

Leased to the Northern Railway Company of Costa Rica.
Mileage : 188. Gauge, 3 ft. 6 in.

Northern Railway Company of Costa Rica.

Mileage : with operated lines, 321. Gauge, 3 ft. 6 in.
Main line : Port Limón to San José and Alajuela. Branches : La Junta–Toro Amarillo; Limón – Ley River; Limón – Estrada; La Junta – Cairo; Siquirres – Indiana; Turrialba – Pejivalle; Monte Verde – La Perla. Worked in conjunction with the Costa Rica Railway.

Ferrocarril al Pacifico.

Mileage : 79. Main line–San José to Puntarenas (Gulf of Nicoya).

United Fruit Co.

Mileage : 430. Railways and tramways, banana and cacao estates.

CUBA.

Consolidated Railroads of Cuba.
Grand Central Terminal Buildings, New York.

Comprising the Cuba Railroad Co. (mileage, 792. Main line : Santa Clara–Santiago); the Cuba Northern Railways (mileage, 288. Main line : Santa Clara–Puerto Tarafa).

Guantanamo Railroad.
Guantanamo.

Mileage : 58. Guantanamo–Caimanera; Guantanamo–Jamaica and Isabel; five branches. Connecting with Guantanamo and Western R.R.

Guantanamo and Western Railroad.
Guantanamo.

Mileage : 91. Guantanamo—Boqueron (Naval Station) (18 miles); Guantanamo–San Luis (Cuba R.R.) (54 miles). Branches, 19 miles.

Hershey Cuban Railway Company.
Manzana de Gomez 543, Havana.

Mileage : 76. Havana–Matanzas (56 miles) and branches.

United Fruit Co.

Mileage : 341. Sugar plantations.

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United Railways of the Havana and Regla Warehouses, Ltd.

270 Dashwood House, London, E.C.2.

Mileage: 1,374.
Main division: Havana-Santa Clara; Western Division: Havana–Guane; Central division: Sagua–Cienfuegos.

ECUADOR.

Ambato–Curaray Railway.

Under construction from Ambato (G. & Q. Railway), 25 kilos to Pelileo open. Gauge, 3 ft. 6 in.

Bahia Quito Railway.

Gauge, 0·75 metre. Open mileage, 32. Bahia–Calceta.

Central Railway of Ecuador, Ltd.

170–172 Dashwood House, Old Broad Street, London, E.C.2.

Mileage: 60 kilometres.
Area: A narrow-gauge line from the port of Manta to Santa Ana.

El Oro Railway.

Mileage: 50. Gauge, 3 ft. 6 in. Puerto Bolivar to Machala, Pasaje, Guabo.

Guayaquil and Quito Railway Company.

40 Rector Street, New York.

Mileage: 297. Gauge, 3 ft. 6 in.
Area: The towns of Durán, Bucay, Guamote, Luisa, Riobamba, Ambato, and Quito.

Quito–Esmeraldas Railway.

Under construction.

Salinas Railway.

To connect Guayaquil with Salinas, under construction. Total length, 174 kilos.

Sibambe–Cuenca Railway.

Under construction from Sibambe Junction (G. & Q. Railway) to Cuenca; open for traffic to Tipacocha.

Transamazonic Railway.

Under construction by the Government from Puerto Bolívar, through Cuenca and Loja, to Zamora in the Oriental Region, 300 kilos.

GUATEMALA.

Ferrocarril de los Altos.

Electric, mountain railway, under construction, San Felipe–Quezaltenango, 30 miles.

International Railways of Central America.

17 Battery Place, New York City, U.S.A.

London Agents: J. Henry Schröder & Co., 145 Leadenhall Street, London, E.C.3.
Area: Main line from Puerto Barrios, via Guatemala City, to San José and Champerico on the Pacific (Guatemala) coast, and to Ayutla (Mexican frontier); from La Union to San Salvador and Zacapa; Santa Ana and Ahuachapan. Gauge, 3 ft.

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And at LIVERPOOL and MANCHESTER.

United Fruit Co.

Mileage : 278. Plantation railways and tramways serving banana district.

Verapaz Railway.

Livingston, Guatemala.

Mileage : 28. Gauge, 3 ft. Panzos to Pancajche.
River navigation from Livingston to Panzos. (110 miles.)

HONDURAS.

Cuyamel Fruit Co.

Mileage 59. Puerto Cortés to Potrerillos; extension planned to Lake Yojoa. Mata de Guineo branch (44 km.) under construction.

50 miles of plantation railways.

Standard Fruit and Steamship Co. (Vaccaro Line).

Head Office : New Orleans, U.S.A.

Mileage : 249. East and West from La Ceiba.

Truxillo Railroad Co.

Puerto Castilla.

Puerto Castilla towards Juticalpa. 222 miles. Gauge, 42 in. 130 miles additional under construction.

Tela Railroad Co.

Km. 368. Plantation railways from Tela.

MEXICO.

National Railways of Mexico.

(Ferrocarriles Nacionales de Mexico.)

Mexico City : 2A Calle de Bolivar 19. New York : 25 Broad Street.

General European Agents : E. H. Mundy & Co., Ltd., Port of London Building, Seething Lane, London, E.C.3.

Operates 8,317 miles of rail : embracing the National Railroad, Central Railway, International Railroad, Interoceanic Railway, Hidalgo Railroad, Mexican Southern Railway, Vera Cruz and Isthmus Railway, Tehuantepec National Railway, Pan-American Railroad, Mexican Union Railway, Mexican Eastern Railway, Calaverita Railway, Oaxaca Urban Tramways, Mexican National Construction Co., Cienaga de los Caballos Railway. Alvarado Railway, Coahuila Coal Railway, Oaxaca to Ejutla Railway, Michoacan and Pacific Railway, Saltillo and Orient Railway.

Standard Pullman services are maintained upon the principal lines. Through Pullman cars are operated between Mexico City and St. Louis. Through tickets are issued from all points in the United States and Canada.

El Oro Mining and Railway Company, Ltd.

24 Lombard Street, London, E.C.3.

Mileage : 38. Gauge 3 ft.
Tultenango–El Oro–Palizada, connecting with National Railways.

Kansas City, Mexico and Orient Railway Company.

Mileage : 305.
Area : Rio Grande River to Chihuahua; Minaca to Sanchez; El Fuerte to Topolo bampo; Mochis to Mochis Junction.

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Secretary,
1 Broad Street Place,
LONDON, E.C.2.

EUROPEAN AGENTS:
F. Bower & Co., Liverpool and Glasgow.
Theodor & F. Eimbcke, Hamburg.
Aug. Bulcke & Co. Succrs., Antwerp.

Mexican Northern Railway Company.
82 Beaver Street, New York.

Mileage : 89. Gauge, 4 ft. 8½ in.
Area : Escalon to Carrillo and Sierra Mojada.

Mexico North-Western Railway Company.
(Inc. 1909 under the Laws of Canada.)

Head office : Toronto.
Mileage : 495. Gauge, 4 ft. 8½ in.
Area : Ciudad Juaréz to La Junta, thence to Chihuahua, from where a branch runs to Santa Eulalia, the largest silver-lead mines in Mexico.

Mexican Railway Company, Ltd.
1 Broad Street Place, London, E.C.2. Buena Vista Station, Mexico City.

Mileage : 601 kilometres. Standard gauge, 4 ft. 8½ in. 176 kilometres, narrow gauge.

Area : Mexico City to Vera Cruz, through the provinces of Vera Cruz, Puebla, Tlaxcala and Mexico. Branches to Huatusco, Puebla, Pachuca, Zacatlan and Huajuapam.

Operating also the Pachuca–Tampico Railway from Pachuca to Ixmiquilpan.

Southern Pacific Railroad Company of Mexico.
London : 49 Leadenhall Street, E.C.3; Liverpool : 21 Water Street.

Controls 1,348 miles of track. Runs from Nogales via Hermosillo, Guaymas, Navajoa, Mazatlan and Tepic to Guadalajara. Connects at Guadalajara with the National Railways to Mexico City. Gives through rail communication from California to Guatemala and Panamá. Through sleeping cars between Los Angeles and Guadalajara.

The company leased the Sonora Railway in 1898. Control of the Nacozari Railroad (75 miles Agua Prieta to Nacozari) was acquired in 1924.

Connection is made via Nogales and Tucson with the Southern Pacific Lines "Sunset Route" between New York and California via New Orleans, El Paso and Los Angeles, and with the "Golden State Route" via Chicago, El Paso and Los Angeles.

Mileage (Nogales to Guadalajara) : 1,102. Gauge, 4 ft. 8½ in.

United Railways of Yucatan.
Merida, Yucatan.

Total mileage : 532. Northern division : Merida to Progreso and Izamal; Southern division : Merida to Peto, Acanceh to Sotuta; Eastern division : Merida to Valladolid, Conkal to Progreso, Dizitas to Tizimin; Western division : Merida to Campeche and Ticul, Uman to Hunucma.

Vera Cruz Terminal Company, Ltd.
1 Broad Street Place, London, E.C.2.

Handles import and export traffic of the port of Vera Cruz and also that of the Mexican Railway Co., Ltd., the Interoceanic Railway of Mexico (Acapulco to Vera Cruz), Ltd., the Vera Cruz (Mexico) Railways, Ltd., and the Vera Cruz and Isthmus Railway.

Area : The port of Vera Cruz.
Mileage : 10. Gauge, 4 ft. 8½ in. and 3 ft.

NICARAGUA.

Pacific Railroad of Nicaragua.
54 Wall Street, New York.

Mileage : 162. Gauge, 3 ft. 6 in.
Area : Corinto on Pacific Coast to Granada on Lake Nicaragua, touching Chinandega, León, Managua and Masaya. Branch, 27 miles, Masaya to Diriamba.

Pearl Lagoon Railway, on the Atlantic coast, under construction.

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United Fruit Co.

Mileage: 310. Railway and tramway, banana and cacao estates.

Chiriqui Railroad.

Narrow gauge. Pedregal to Boquete via David (km. 33); David to La Concepción (km. 27); Dolega to Potrerillos (km. 13).

Panamá Railroad.

Operated by the Panamá Railroad Co. in conjunction with the Panamá Canal. Colón to Panamá, via Balboa, 48 miles; and Colón to Fort Randolph, 5 miles.

PARAGUAY.

The Paraguay Central Railway Company, Ltd.

River Plate House, 12–13 South Place, London, E.C.2.

Mileage: 274. Gauge, 4 ft. 8½ in.
Area: From Asunción, via Paraguari, Villa Rica, and Pirapó, to Encarnación, where there is a train ferry across the Rio Paraná to Posadas (Argentina), whence there is direct communication with Buenos Aires (966 miles) via the Paraná ferry at Zárate.

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Peruvian Corporation, Ltd.

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Arica and Tacna Railway Company.

London Office: 132 Dashwood House, 69 Old Broad Street, E.C.2.
Mileage: 40. Gauge, 4 ft. 8½ in.
From the port of Arica to Tacna.

State Railways.

See page 470.

EL SALVADOR.

International Railways of Central America.

See Guatemala.

The Salvador Railway Company, Limited.

135 Dashwood House, 69 Old Broad Street, London, E.C.2.

Mileage: 100. Gauge, 3 ft.
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URUGUAY.

Central Uruguay Railway Company of Monte Video, Ltd.

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The lines worked by this Company are (1) The Central Uruguay Eastern Extension Railway, Ltd.; (2) The Central Uruguay Northern Extension Railway Company, Ltd.; (3) The Central Uruguay Western Extension Railway, Ltd.; (4) The North Eastern of Uruguay Railway Company, Ltd.

Mileage: including extensions, 980. Gauge, 4 ft. 8½ in.

N.B.—The three remaining companies (N.W. of Uruguay; Midland Uruguay; and Uruguay Northern) work in association with the above, and under a single control.

North-Western of Uruguay Railway Company, Ltd.

River Plate House, 10-11 Finsbury Circus, London, E.C.2.

Mileage: 113. Gauge, 4 ft. 8½ in.

Area: Follows the Rio Uruguay from the Midland Uruguay Railway at Salto to Quarahim to connect with the Brazil Great Southern Railway.

Midland Uruguay Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

Works also the Midland Uruguay Extension Company.

Mileage: including Extension Co., 320. Gauge, 4 ft. 8½ in.

Area: The provinces of Rio Negro, Paysandu, and Salto, with branches to Fray Bentos and Piedra Sola.

Uruguay Northern Railway Co., Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

Mileage: 73. Gauge, 4 ft. 8½ in.

Area: Province of Artigas (Isla Cabellos to Artigas).

State Railways.

Gauge, 4 ft. 8½ in. Montevideo to Maldonado (114 kilos); Trinidad to Durazno (47 kilos); Rocha to Paloma (30 kilos); San Carlos Rocha (75 kilos); Montevideo to Santiago Vazquez (19 kilos).

VENEZUELA.

Bolivar Railway Company, Ltd.

Dashwood House, 69 Old Broad Street, London, E.C.2.

Mileage: 136. Gauge, 2 ft.

Area: Tucacas, on the coast, to Barquisimeto, with branches to Aroa and San Felipe.

Gran F. C. de Venezuela.

Mileage: 114. Caracas–Valencia; and short branch to Güigüe.

Puerto Cabello and Valencia Railway Company, Ltd.

Moorgate Hall, London, E.C.2.

Mileage: 34. Gauge, 3 ft. 6 in. Operated by the Bolivar Railway Co.

La Guaira and Caracas Railway Company, Ltd.

Moorgate Hall, Moorgate, London, E.C.2.

Mileage: 23. Gauge, 3 ft.

Venezuela Central Railway Company, Ltd.

170/172 Dashwood House, London, E.C.2.

Length: 85·53 kilos. Gauge, 3 ft. 6 in.

Area: The Caracas and Tuy River valleys.

Other Railways include :— Line.	Gauge. Ft. in.	Length. (Kilometres.)
Encontrados to Táchira (Gran Ferrocarril del Táchira)	3 6	131·00
La Ceiba to Valera (Ferrocarril de la Ceiba)	3 0	97·00
Carenero to La Española del Guapo (Venezuela)	3 0	54·10
Guanta to Barcelona and the Naricual coal mines ..	3 6	36·41
Santa Bárbara to El Vigia	1 metre	60·00
La Vela to Coro	3 ft.	13·37

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ARE UNSURPASSED

THESE EXCELLENT PREPARATIONS CAN BE OBTAINED
ON ALL R.M.S.P. VESSELS

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CENTRAL AND SOUTH AMERICA, WEST INDIES, etc.

BERNERS PROPRIETARIES LTD., 33 BERNERS STREET, LONDON, W.1, ENG.
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Distinctive with a Fragrant Lasting Odour.

STOCKED IN THE BARBER'S STORES ON ALL R.M.S.P. VESSELS.

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89-95 CITY ROAD, E.C.1
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LOCAL CLASSIFIED ADVERTISEMENTS.

It is hoped that the advertisement pages will prove of interest to all users of the "Handbook." In them Advertisers are able to amplify the necessarily brief descriptions in the Editorial text.

Advertisements have been grouped by countries, following the order used in the Editorial chapters. Appropriate announcements will also be found in the chapters headed :—

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KINGSTON. JAMAICA, B.W.I.

GEORGE & BRANDAY
(ESTABLISHED 1879.)

PRODUCE MERCHANTS,
STEAMSHIP AND COMMISSION AGENTS.

EXPORTERS OF:—
Coffee, Cocoa, Pimento, Ginger, Honey, Dyewoods, Etc.

AGENTS:—

Canadian Pacific S.S. Co. Ltd.,	Montreal.
Munson S.S. Lines,	New York.
A. M. Smith Co. Ltd.,	Halifax, Ca.
Smith & Proctor Ltd.,	Halifax, Ca.
A. E. Hickman Co. Ltd.,	St. John's, Ca.

Extensive Wharf and Warehouse Accommodation.

Cable Address: "JORGE, KINGSTON, JAMAICA."

KINGSTON. JAMAICA.

CORINALDI & CO.

Cable Address: "Corinaldi, Jamaica."

SHIPS SUPPLIERS.

FRESH AND REFRIGERATED MEATS, FRUIT, VEGETABLES, ETC.

Chesterfield Cigarettes and other commodities in Bond. See p. 744B.

PROMPT DELIVERY AND REASONABLE PRICES.

"THE SOUTH AMERICAN HANDBOOK"

can be obtained from

THE ROYAL MAIL STEAM PACKET CO.,
8 PORT ROYAL STREET

KINGSTON JAMAICA

20

GRANDE CASINO INTERNACIONAL
MONT'ESTORIL

Open all the year round. Twenty-nine minutes from Lisbon, by Electric Train on Cascaes Railway Line. Picturesquely situated, overlooking the sea. Excellent Climate, especially in winter months. Good Sea Bathing, Cinema, Dancing and Good Restaurant. Licensed by Government for all games of chance. Roulette, French Bank and Baccarat.

"TAMARIN"
ESTORIL

Well situated pavilion overlooking sea. Wonderful playground for children. First class Restaurant and Bar. Licensed by Government for all games of chance. Roulette, French Bank and Baccarat.

LISBON. **CONFEITARIA MARITIMA.**

RUA BERNARDINO COSTA (CORPO SANTO).

The best confectioners' shop. Near landing stage.

Prop.: J. FERNANDES DE SILVA.

HOTEL PARIS. **ESTORIL.** **PORTUGAL.**

EXCELLENT SITUATION. BEST FOOD.
FRENCH AND ENGLISH COOKING.

HOT WATER BATHS. COMFORTABLE ROOMS.

A Church of England Clergyman resides in the hotel, and holds Divine Service on Sundays.

Prop.: LUIS VERGANI.

LISBON. **GRANDE HOTEL DUAS NAÇÕES.**

RUA AUGUSTA, CORNER RUA VICTORIA 41.

In the Centre of the Town. Comfortable Rooms. Excellent Food.
ENGLISH, FRENCH, GERMAN, and SPANISH spoken.

Proprietor: C. WISSMANN, Jr. *Telephone: C. 2040.*

LISBON. HOTEL DE L'EUROPE **LISBON.**
The most comfortable.
HOTEL METROPOLE.
The most central.
FRANCFORT HOTEL.
Central and good accommodation at all prices.

BUSSACO. PALACE HOTEL.
The best hotel in Portugal.

CURIA. PALACE HOTEL.
The largest hotel in Portugal.

COIMBRA. HOTEL ASTORIA.
The most modern hotel in Portugal.

Proprietor: ALEXANDRE D'ALMEIDA.

Maxim's

CLUB DANCING DE MODA

Antigo Club dos Restauradores

LISBOA

Praça dos Restauradores 43

MAXIM'S is the most up-to-date and fashionable DANCING CLUB in LISBON. Famous for its CUISINE and ENTERTAINMENTS. Unique in Portugal.

The wonderful staircase and the beautifully decorated interior are renowned for their remarkable architectural features.

HOTEL FRANCFORT

THE MOST POPULAR HOTEL IN LISBON.

Founded in 1867.

RUA DE STA JUSTA, LISBON.

Telegraphic Address: "*HOTFORT*." Telephones: 3213 & 3214.

ELECTRIC LIGHT, LIFT, BATHS, AND ALL MODERN COMFORTS, INCLUDING FIRST CLASS CUISINE.

J. N. CUNHA, LTDA. LISBON.

BIJOUTIER

197—Rua Aurea—201.

LISBON. FERREIRA MARQUES, FILHOS

MANUFACTURERS OF ARTISTIC
SILVERWARE & JEWELLERY.

Rossio 7, 8, 9. *Porto. Rua* 31 *Janeiro* 53.

GRAND HOTEL ESTRADE. MONT' ESTORIL.

EXCELLENT SITUATION, COMFORTABLE ROOMS,
FRENCH COOKING.

THE HOTEL PREFERRED BY ENGLISH PEOPLE.

English, French, and Spanish spoken.

GRAND HOTEL D'ITALIE. MONT' ESTORIL.

SPLENDID SEA VIEW. EXCELLENT FOOD.
Comfortable Accommodation. Sitting Room and Baths.

ENGLISH, FRENCH, GERMAN, and SPANISH spoken.

"THE SOUTH AMERICAN HANDBOOK"
AND "ANUARIO INTERNACIONAL"

can both be obtained from

Offices, Agents, and on the Vessels of

THE ROYAL MAIL STEAM PACKET COMPANY

and

THE PACIFIC STEAM NAVIGATION COMPANY.

CASA AFRICANA

Proprietors:
FREIRE DA CRUZ & CO.

All kinds of Clothing, Millinery, Ladies', Gentlemen's and Children's Underwear

LISBON: Rua Augusta 161.
OPORTO BRANCH: Rua 31 de Janeiro 220

ENGLISH STORES. LISBON

Cocktails, Petits-Déjeuners, Lunches, Five O'Clock Tea. Supply of best English products. English, French :: :: and German Spoken :: ::

CENTRAL SITUATION
(opposite Royal Mail Office)

卐 卐 卐

Rua Bernardino Costa 42 (Corpo Santo), Lisbon

MADEIRA

REID'S PALACE HOTEL.

(PATRONIZED BY T.R.H. PRINCE AND PRINCESS ARTHUR OF CONNAUGHT.)

WINTER SEASON
November to May.
Winter Temp.:
Av.: 61° Fahr.

Temperature permits bathing all the year round.

New Reception Rooms.

Bridge Room.

New Tennis Courts.

Fresh Water Showers.

100 Bathing Cabins.

Large Bathing Pool for Children.

Morning Bathing from Hote. Private Pier.
Bañándose por la madrugada del muelle del Hotel.

SUMMER SEASON
June to October.
Summer Temp.:
Av.: 73° Fahr.

Luxurious Gardens extending over 1 mile along Cliff.

Bar and Spacious Billiard Room.

Writing Room.

Orchestra.

Open Air Dances.

Sanitary Steam Laundry.

RESTAURANT OPEN TO NON-RESIDENTS.

On arrival of R.M.S.P. Steamers at Funchal, Passengers desirous of having Breakfast or Luncheon at Reid's Palace Hotel should apply to the Hotel's Representative who will be in attendance near the Enquiry Office on board. Special Shore Excursions organized by the Management including sea-bathing. Water supply from a pure mountain spring laid on direct to the Hotel.

RESTAURAN ABIERTO AL PÚBLICO.

A la llegada de los vapores de la Mala Real a Funchal, los pasajeros que desean desayunar o almorzar en el Reid's Palace Hotel deben dirigirse al representante del Hotel quien estará a bordo cerca de la oficina de informes. Excursiones especiales en tierra organizadas por la gerencia incluyen baños de mar. El agua para el Hotel viene de un manantial puro de las montañas.

ESTACIÓN DE INVIERNO
Noviembre hasta Mayo.
Temperatura del Invierno:
Promedio 61° Fahr.

La temperatura permite bañarse todo el año.

Nuevos salones de recepción.

Salón de Bridge.

Canchas nuevas para tenis.

Baños de agua fresca en chubascos.

100 casetas de baño.

Lago de baño para niños.

The Fine Approach to Reid's Hotel.
Hermosa Entrada al Hotel Reid.

ESTACIÓN DE VERANO
Junio hasta Octubre.
Temperatura del verano:
Promedio 73° Fahr.

Lujosos jardines que se extienden por más de una milla por el faralión.

Bar y gran salón de billar.

Cuarto para escribir.

Orquesta.

Bailes al aire libre.

Lavanderia Sanitaria al Vapor.

A. CALDANA,
Resident Manager.

L. GANDOLFO,
Managing Director.

LONDON AGENTS:
PARSONS & BIRKETT, 11/12 Fenchurch Street, E.C.3.

THE SELECT RESTFUL HOLIDAY

MADEIRA FUNCHAL

Average Winter Temp. 61° Fahr.

The Hotel de Luxe of Madeira.

GRAND HOTEL BELMONTE

Proprietors : Mount Railway Company, Ltd.

PATRONIZED BY H.R.H. PRINCESS ALICE, COUNTESS OF ATHLONE

Standing in its own delightful and spacious grounds at an altitude of 2,000 feet above the sea, the Grand Hotel Belmonte represents the consummation of modern hotel comfort in Madeira, being replete with every convenience.

Hot and cold running water and telephone in every bedroom ; suites of apartments with private bath, dressing-room, sitting-room, and balcony. Electric lift to all floors. Well-appointed public rooms and ***salon de danse.*** Central heating throughout. Lawn tennis court. The centre for delightful walks amid exuberant vegetation. Pure mountain air. Perfect tranquillity.

Train journey between the Hotel and City of Funchal free to hotel guests. Private platform at the hotel. Journey about ten minutes.

For full particulars and to reserve accommodation apply to the Mount Railway Co., London Agency, 24-25 Fenchurch Street, London, E.C.3 (Telephone Royal 6285), or to any Tourist Agency.

⁂ ⁂ ⁂

Excursion tickets on the Mount Railway may be obtained at the Enquiry Office of the R.M.S.P. Steamers at an inclusive charge, from the ship until the return on board, including breakfast, luncheon, or dinner, and descent by native toboggan or by railway.

To CHALET RESTAURANT ESPLANADE—an ascent of 3,300 feet
To GRAND HOTEL BELMONTE —an ascent of 2,000 feet

MADEIRA

MADEIRA. HOTEL BELLA VISTA.

Established 1876.

FINEST SITUATION IN THE ISLAND.

TERMS 12/6–15/6.

Five minutes from Casino. Ten minutes from Town.

THREE ACRES OF GARDEN. PURE MOUNTAIN WATER.

Balconies 250 feet long. All Steamers met.

MADEIRA. SAVOY HOTEL and ANNEXES.

OPEN ALL THE YEAR.

NEWLY REBUILT, FINEST SITUATION.

BETWEEN THE THREE BEST CASINOS.

170 Rooms. Hot and cold water in every room. 5,000 feet balconies and verandas.

Private Sea Bathing beach opposite the hotel.

TENNIS COURT. CROQUET. GARAGE. ORCHESTRA.

VERY MODERATE TERMS.

Telegrams: "SAVOY, MADEIRA."

MADEIRA. MONTE PALACE HOTEL.

2,000 FEET ABOVE SEA-LEVEL.

Beautiful situation in delightful locality of the Mount. Overlooking Bay of Funchal in the midst of charming mountain scenery.

FIRST CLASS THROUGHOUT. PERFECT SANITATION.
EXCELLENT CUISINE.

Wooded Grounds with artificial lake.

Terms on application to the Proprietor,
ALFREDO G. RODRIGUES.

Representatives meet all steamers.

Passengers in transit should avail themselves of the famous Mount Palace Excursions. *Telegrams:* "ALFRA, FUNCHAL."

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Founded 1873

The first British printery
established in Buenos Aires ;
has always set the standard
for highest quality work.

Recent additions to plant and equipment
permit utmost rapidity in execution of all
printing orders.

RECONQUISTA 274
U. T. 33 AV. 0272

TOPPINO AND SONS

Argentine Poultry, Eggs and Game Supplied.

MERCADO DE ABASTO PROVEEDOR
Shop No. 32/4.
BUSTAMANTE 865 - - BUENOS AIRES.

CONTRACTORS FOR:

DRYDOCKING, SCRAPING, PAINTING & GENERAL CLEANING OF STEAMERS, HOLDS, BUNKERS, TANKS, BILGES, ETC.

CLEANING and SCALING OF BOILERS, LAGGING, DECK CAULKING, CEMENT, BALLAST & MASONRY WORK.

PAINTING OF CABINS, SALOONS, etc., UPHOLSTERING AND POLISHING.

ANTI-CORROSIVE and ANTI-FOULING COMPOSITION: PATENT PAINT FOR HOLDS, BOOT-TOPPING, ETC., ETC.

VIAMONTE 545 BUENOS AIRES
Cables "Adlam" 31 Retiro 1154

Puente Brothers, BUENOS AIRES

STEAMSHIP AND PASSENGER AGENTS

MONEY EXCHANGED

DRAFTS ON ALL COUNTRIES AT FAVOURABLE RATES

RECONQUISTA STREET 330, BUENOS AIRES, ARGENTINA

Casino

The Premier MUSIC HALL of South America.

336 Maipu Street, BUENOS AIRES.

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Programme renewed weekly. Composed exclusively of HIGH-CLASS TURNS proceeding from the most important Music Halls of London, Paris, Berlin and New York.

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La Madrid 833. Boca.

BUENOS AIRES.

Tug "CARMELITA C."

PUMPS FOR SALVAGE OPERATIONS AND ALSO FOR FILLING SHIPS' BOILERS.

BUENOS AIRES **ARGENTINA**

BOULTON & STEWART.

CONSULTING ENGINEERS
AND
MARINE SURVEYORS.

EXPERTS ON REFRIGERATION.

CALLE SARMIENTO 443, BUENOS AIRES.

Cables: "Boulart," Buenos Aires.

CANVAS, AWNINGS, TENTS, AND SAILS

CARGO SCREENS & SHIFTING BOARDS

CANVAS OF ALL KINDS

LUIS D'ESPOSITO

TARPAULINS
ROPES, HEMP,
OIL & NAVAL
STORES IN GENERAL

MAKERS OF OILSKINS

"Almirante Brown 1378"
DEPOT: A. BROWN, 1451
Telephone: 21 Barracas 0843
BOCA BUENOS AIRES

Advertisements relating to ARGENTINA also appear in Chapters headed *Argentina*, *p.* 45; *Railways*, *p.* 644; and are indexed on *p. xxix* et seq.

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EMPRESA MARCHETTI

STEAMSHIP AGENTS. GENERAL COMMISSIONS.

Motor Boats for Picnics, Excursions, etc.

OFFICE: GABOTO STREET 1379/83.

Phones: U.T. Barracas 0306. C.T. Boca 116.

BUENOS AIRES. **ARGENTINA**

ARGENTINA
CHILE
ESTABLISHED 1891
URUGUAY
PARAGUAY

THE REVIEW OF THE RIVER PLATE

ALL ABOUT

ARGENTINA

ITS WONDERFUL RESOURCES AND POSSIBILITIES

PUBLISHED IN BUENOS AIRES

Through the medium of "THE REVIEW OF THE RIVER PLATE," business men residing in England, the United States, and many other countries find it possible to keep so thoroughly posted on economic and political developments affecting their interests in Argentina, that they are able to converse intelligently and with evident knowledge of all essential facts with others who have just arrived in London, New York, etc., after many years of residence in this country.

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A sober view of Argentine politics, as conceived by the onlooker devoid of party interests, is regularly submitted by writers well versed in the political mechanism of the country.

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BUENOS AIRES ARGENTINA

"THE SOUTH AMERICAN HANDBOOK"

and the

"ANUARIO INTERNACIONAL y
EL VIAJERO EN LA GRAN BRETAÑA"

can both be

obtained from

LA MALA REAL ARGENTINA LTDA.

"EDIFICIO BRITANICO."

SARMIENTO 401

BUENOS AIRES ARGENTINA

15

BUENOS AIRES. ARGENTINA

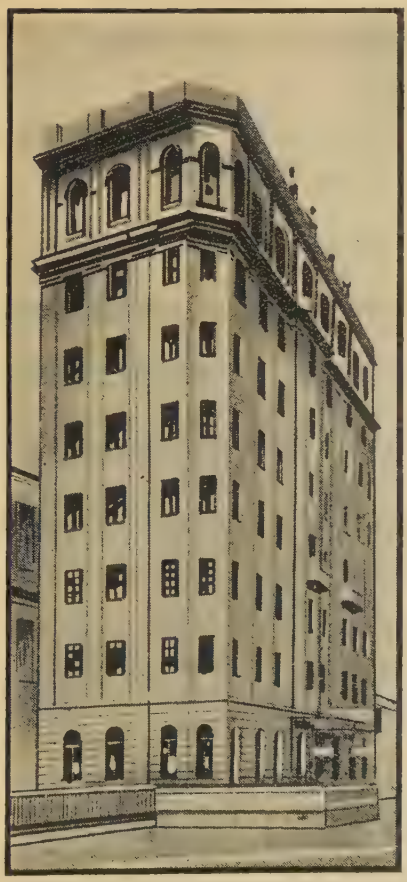
ROSSO HNOS.

GROCERIES, PROVISIONS, OILS.
Imported and Local FINE CHEESES.

See page 744G *Caseros* 1497

HOTEL CENTRAL

PERNAMBUCO



Newest and most luxurious Hotel in the North of Brazil.

Running Water and Telephone in every Room.

Central Position.

English Spoken.

Electric Lifts and all Modern Conveniences.

Rua da Intendencia
RECIFE.

Telephone—2051.
Cables—"Hotcen."

SEIXAS IRMÃOS & CO.

P. Box 5. Established 1875. Cables "SEIXAS."

Caes da Alfandega No. 130

PERNAMBUCO

Importers and Exporters of Dried Codfish

Manufacturers and Exporters of
Crude and Refined COTTONOIL, COTTONSEED
MEAL and CAKES

Soap makers: SABOARIA PARAHYBANA

WILSON, SONS & CO., Ltd.

Telegrams: "ANGLICUS."

SHIPPING AGENTS
MARINE REPAIRS
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:: STEVEDORES ::
OCEAN-GOING TUGS
AND STEEL LIGHTERS
GENERAL IMPORTERS

Post Box 116

PERNAMBUCO ✦ BRAZIL

JOSÉ DE VASCONCELLOS & CO.

PERNAMBUCO AND PARAHYBA

Cotton Exporters
Hydraulic Cotton Presses and Gins
Liverpool Cotton Classer supervises all shipments

HEAD OFFICE :
Rua Marquez do Herval, 244 PERNAMBUCO

AGENTS IN LONDON :
Messrs. Knowles & Foster, 48 Moorgate, E.C. 2

Cables : "VASCONCELLOS"

Telegrams : "PINTALVES," Pernambuco.

EVENTUALLY YOU WILL BUY BRAZILIAN COTTON *from*

PINTO, ALVES & Co.

P.O. Box 44, Pernambuco—Brazil.

We have been established since 1870, and have under our direct supervision the working of six up-to-date Ginneries situated in the principal districts of the North-east Brazilian Cotton Belt.

Staples of 28, 30, 32, and 34 m/m are the lengths principally dealt with. English classer to supervise exports.

General Produce Exporters : Coffee—Sugar—Oilseeds

PLACE A STANDING ORDER

with your Bookseller or Newsagent, in any part of the World, or with the Publishers or their Agents, for delivery on publication of

THE SOUTH AMERICAN HANDBOOK

Each annual edition is completely revised, and is published in London on December 1st, dated for the following year

KEEP UP-TO-DATE

8

MAGALHÃES & COMPANY

Established 1891

CAPITAL .. .. Rs. 24.000:000$000.
RESERVES .. .. Rs. 12.000:000$000.

Commission Agents and General Merchants. Commissions Executed. Consignments to Order. Buyers and Importers of

FLOUR, DRIED CODFISH, JERKED BEEF, BARBED WIRE, PITCH, CAUSTIC SODA, CEMENT, etc.

Representatives of the Sugar Mills "Alliança," "Terra Nova," "S. Bento," "S. Carlos" and "Capimirim." Managers of the "Cooperativa Alcoolida" of Bahia. Representatives of the following important Insurance Companies for risks on land and sea: "Anglo Sul-Americana" and "Segurança Industrial." Agents of the "Atlantic Refining Company of Brazil" (Paraffin and Petrol) and the "Vacuum Oil Company" (Lubricants). Correspondents to the "Royal Bank of Canada," "Banco Ultramarino," "Banco Hollandez da America do Sul," "Banco Portuguez do Brazil," "Banco Commercial do Rio de Janeiro," "Banco Noroeste do E. de S. Paulo," and "Banco Commercio e Ultramarino." Agents for the "United States Rubber Export Company" and for "Messrs. Blair, Campbell and MacLean" and S.A. Refinaria Magalhães. Also Representatives of the "Cia. Lavoura e Industria Reunidas" (Head Office in Bahia).

Head Office :

BAHIA. Rua Nova do Ouro No. 7. ***Tel. Ad.:*** "Douro, P.O. Box 114." ***Codes used :*** Ribeiro, Lieber's 5-Letter, Bentley's, A.B.C. (5th and 6th editions), Peterson, International Banking, Borges, and Mascotte.

Sub-Offices :

RIO DE JANEIRO. Rua 1° de Marco No. 51, P.O. Box 795. ***Tel. Ad.:*** "Riodouro, Rio de Janeiro."

SÃO PAULO. R. Magalhães & Co., Rua S. Bento 43, 2nd floor, P.O. Box 1716. ***Tel. Ad.:*** "Spaldouro, São Paulo."

PERNAMBUCO. Magalhães and Company, Rua Visconde Itaparica 53/59, Recife. ***Tel. Ad.:*** "Recidouro, Recife." P.O. Box 19.

"CASA LUIZ DE REZENDE"
(Francisco A. Santos & Company)
JEWELLERS AND DEALERS IN PRECIOUS STONES
Rua do Ouvidor, 116/118, and Rua dos Ourives, 1/3
Tel. Address: GRUPIARA—P.O. Box 1023
RIO DE JANEIRO

CASTRO, SILVA
AND CO.
RIO DE JANEIRO

Coffee Dealers and Brokers

Exporters

Avenida Rio Branco, No. 10

Tele. Address: "CAMARA"—P.O. Box 4, RIO DE JANEIRO

Advertisements relating to BRAZIL also appear in Chapters headed *Brazil, p.* 141; *Products, p.* 531; *Railways, p.* 644; and are indexed on *p. xxix* et seq.

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TOBACCO STORE MAUA
(JERONYMO FIGUEIRA)
CIGARS, CIGARETTES
FOREIGN AND BRAZILIAN TOBACCOS
FILMS, POST-CARDS, AND VIEWS OF RIO.
Telephone: Norte 4635.
Avenida Rio Branco No. 9a. RIO DE JANEIRO.
English spoken. Immediate attention given to telephone calls from aboard ships at the Quays.

PEREIRA CARNEIRO

& Cia. Ltda.

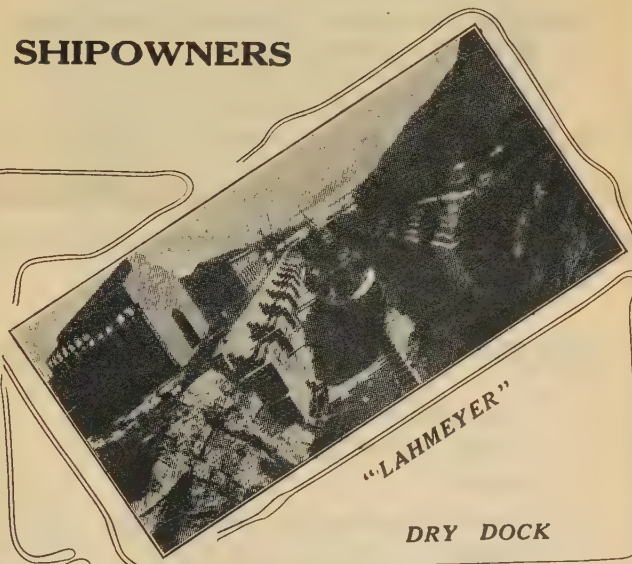
Companhia Commercio e Navegação

RIO DE JANEIRO

P.O. Box 482
Tel. Add.: "UNIDOS"

Steamship Services along Brazilian Coast

SHIPOWNERS



Owners of the largest dry dock in South America, "LAHMEYER"; 550 ft. long, 73 ft. 10 ins. wide, 30 ft. 8 ins. deep, with fully equipped repair shops.

Proprietors of the largest SALT MINES in North Brazil; production over 400,000 tons per annum.

"CASA PORTUGUESE JOE"
(J. C. V. Mendes & Co.)

HIGH-CLASS GROCERY STORES

Importers and Exporters

PURVEYOR to H.B.M.'s SHIPS, and U.S. NAVY

Provision Merchant, Shipping Grocer and General Dealer

RIO DE JANEIRO

Rua da Assemblea, 38 Telephone: 923 Central

COMPANHIA "UNIÃO"

FRESH WATER SUPPLIERS

Excellent service with own craft; capacity about 450 tons each.

Special attention to urgent orders.

Rio water is considered among the finest and purest obtainable at South American ports.

Offices: Rua 1° de Março, No. 82, 2nd floor, RIO DE JANEIRO.

THE BEST BRAZILIAN CIGARETTE

CIA SOUZA CRUZ

Rio de Janeiro

BRAZIL

DIAS, GUIMARÃES & CIA.
Rua 1° de Marco 37, RIO DE JANEIRO.
Telephone : Norte 1956.

STATIONERY : PRINTING : BINDING and RULING.
Complete assortment of Office requisites, accounting books, etc.

MONTEIRO Jnr. & Co.

HIGH CLASS GROCERS
WINE MERCHANTS
TINNED GOODS
CHEESES
SPLENDID BAR

Patronised largely by British and Americans.

RUA VISCONDE INHAÚMA, 82

RIO DE JANEIRO.

MADRID LISBOA & Co.

Lighterage and Marine Work in general.

Tugs and Launches for Excursions available day and night.

Also powerful tugs for berthing and unberthing mail steamers at quays.

All kinds of Lighterage Work contracted.

Please call or communicate with us at

Rua Primeira de Março, 137, 1st floor.

Telephone:
Norte 4717, RIO DE JANEIRO.

WILSON JEANS & COMPANY,
RIO DE JANEIRO
Real Estate,
Insurance and Commission Agents

Tel. Address: "JEANS" Telephone : Norte 6311
RUA VISCONDE INHAÚMA, 93. P.O. Box 1384

MARVIN S.A.

Paid-up Capital - - - Rs. 8,000:000$000

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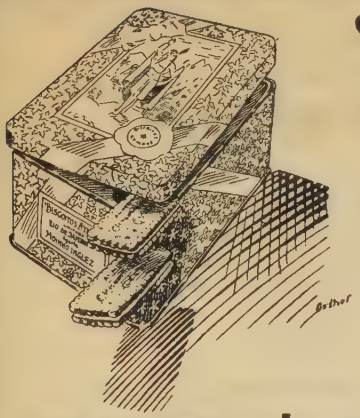

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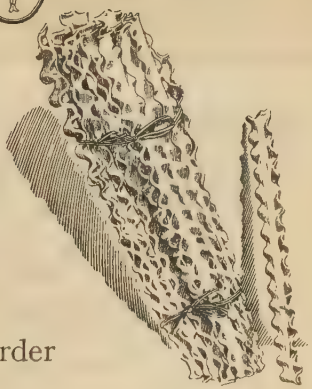

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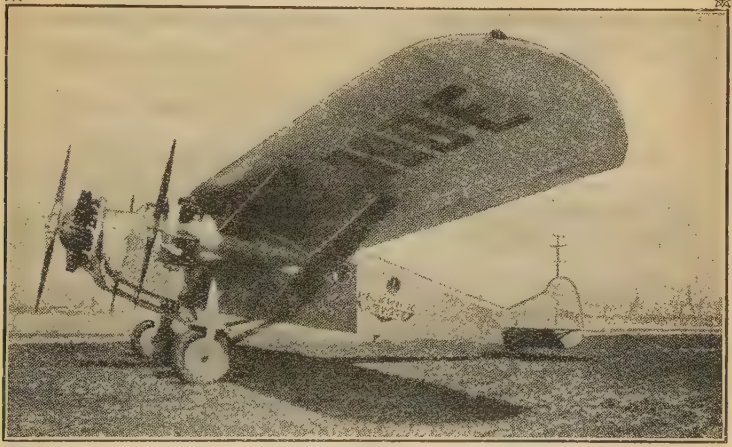

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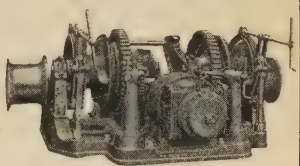

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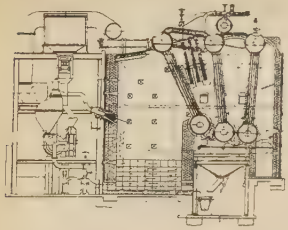

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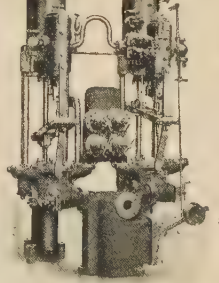

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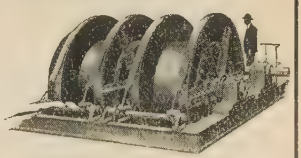

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